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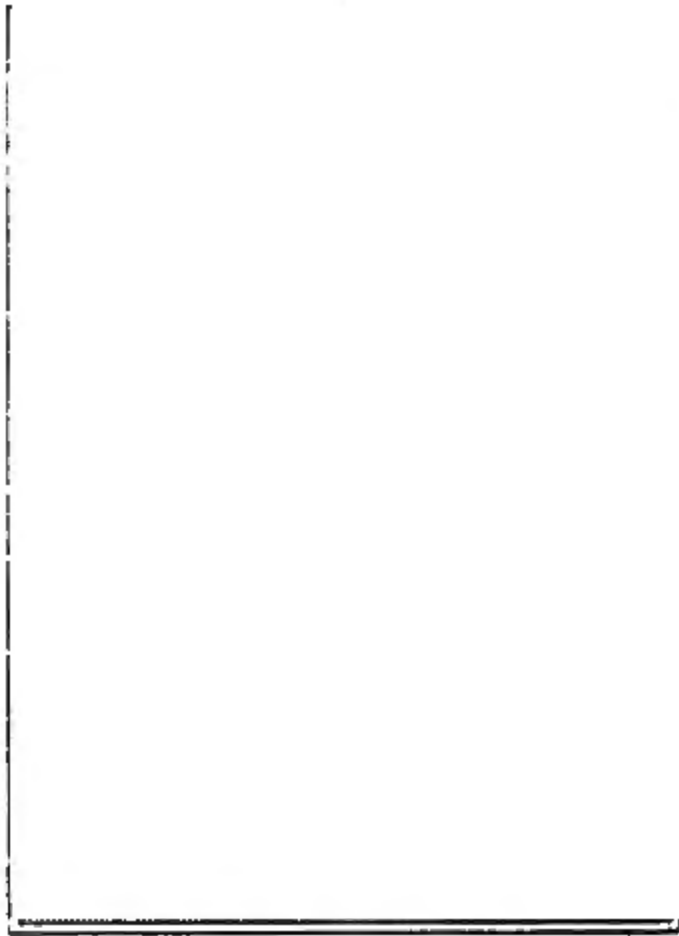
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REPORT

OF THE

PUBLIC SERVICE COMMISSION

FOR THE FIRST DISTRICT

OF THE

STATE OF NEW YORK

For the Year Ending December 31, 1916

Vol. II

Statistics of Transportation Companies

For the Year Ending June 30, 1916

PREPARED BY THE

BUREAU OF STATISTICS AND ACCOUNTS

STATE OF NEW YORK

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REPORT OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT

NEW YORK, *January 8, 1917*

Honorable EDWARD SCHOENECK, *Lieutenant-Governor*

Honorable THADDEUS C. SWEET, *Speaker of the Assembly*

SIR:— The Public Service Commission for the First District of the State of New York herewith transmits to the Legislature its annual report for the year ending December 31, 1916.

Respectfully yours,

OSCAR S. STRAUS,

Chairman

WILLIAM HAYWARD,

HENRY W. HODGE,

TRAVIS H. WHITNEY,

CHARLES S. HERVEY,

Commissioners

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D = Indicates a negative number, i. e., a decrease or a deficit.	
Est. = Number obtained by estimation, either by the company concerned or by the Bureau of Statistics.	
N. R. = No record or not reported.	
N. S. = Not separate, included with some other number.	
.... (leaders) = None or not applicable in the sense of none.	
—(dash) = To be interpreted by reference to associated numbers as, e. g., for a total under an N. R. or under maxima.	

PREFATORY NOTE

This volume is devoted to the reports filed by street-surface, elevated and underground railways, steam railroads and other common carriers for the year ended June 30, 1916, and is prepared according to the plan adopted in previous years. An abstract of each report appears in Part III in its alphabetical order and contains the more essential items relating to the operations of the year and the condition of the property at the close of the year. Financial data are presented in the abstracts in comparative fullness, while operating statistics of street railways are presented more fully in the tabular summaries of Part II. An interpretation of the results of tabulation and compilation is presented in the analysis of Part I, where their significance is brought out by means of comparisons with previous years.

While the preparation and printing of this large mass of information necessarily consumes much time, the public is not kept waiting for the more important data concerning the year's operations, as there was issued in November a pamphlet giving in condensed form the provisional results of operation for the year as revealed by the combination of quarterly summaries published by the Commission and distributed without charge to all applicants.

It is proper that acknowledgment be made of the services of George P. Watkins, Assistant Chief Statistician, who has been in immediate charge of the compilation and analysis of the material contained in Parts I and II of this volume.

A. F. WEBER,

Chief Statistician

PART I

ANALYSIS OF STATISTICS

I. GENERAL

SUMMARY FOR ALL COMMON CARRIERS REPORTING TO THIS COMMISSION, 1916

[Statistics pertaining to a particular date are for June 30th of the year specified. Statistics for operations are for the fiscal year specified. The figures here entered are either obtained directly from the general tables in Part II, where their composition is shown, or they are derived from such figures. Comparisons with the previous year are in general based upon increases shown in 1916 tables, which take into consideration intervening corrections in the returns for the earlier year (e. g., those due to remeasurement of tracks). "D" designates a decrease, deficit or loss.]

ITEM	Steam railroads ¹	Street or electric railways	Stage-coach corporations	Total (excluding 2 baggage- transfer companies)
Number of reports:				
Operating companies.....	5	36	1	42
Lessor companies.....	4	² 22	.....	26
Inchoate or dormant companies..	3	4	6	13
All companies.....	12	62	7	81
Year's increase.....	D 1	D 2	4	1
Length of line (miles).....	26.50	827.27	³ 19.20	⁴ 853.77
Year's increase.....	1.60	4.77	.....	6.37
Length of all track (miles).....	117.14	1,775.61	.....	1,892.75
Year's increase.....	2.01	46.34	.....	48.35
Number of passenger cars.....	91	12,418	132	12,641
Year's increase.....	.....	533	D 1	532
Number of other cars.....	16	1,070	33	1,119
Number of locomotives.....	47	9	.....	56
Officers and employees (operating companies):				
Number at close of year.....	⁵ 1,684	40,478	723	42,895
Year's increase.....	543	D 458	63	148
Aggregate salaries and wages....	\$1,320,030	\$34,163,166	\$636,885	\$36,120,081
Year's increase.....	450,694	1,392,756	110,649	1,954,099
Accidents: Number of persons killed..	11	192	4	207
Year's increase.....	.....	D 16	1	D 15
Traffic:				
Number of revenue passengers...	7,563,066	1,898,735,615	16,223,042	1,922,521,723
Year's increase.....	619,764	91,102,889	2,172,571	93,895,224
Per cent.....	8.93	5.04	15.46	5.13
Revenue passengers per day.....	20,664	5,187,802	44,325	5,252,791
Year's increase.....	1,641	235,384	5,831	242,856
Number of transfers.....	.....	364,219,050	793,750	365,012,800
Year's increase.....	.....	5,170,896	273,321	5,444,217
Passenger car miles.....	2,212,421	335,161,928	⁶ 4,966,995	342,341,344
Year's increase.....	87,912	9,294,681	⁶ 853,370	10,235,963
Per cent.....	4.14	2.85	20.74	3.08
Condensed income account (operating companies):				
Passenger revenue.....	\$591,666	\$93,176,216	\$1,622,304	\$95,390,186
Total transportation revenue.....	1,831,622	93,791,891	1,638,586	97,262,099
Total revenue from common- carrier operations.....	⁷ 2,218,362	98,628,185	1,669,726	102,516,273
Year's increase.....	210,184	4,983,757	218,218	5,412,159
Operating expenses (as common carriers).....	1,546,067	52,038,312	1,064,690	54,649,069
Taxes.....	88,867	6,238,461	105,267	6,432,595
Uncollectible railway revenues ⁸ ..	366	(⁹)	(¹⁰)	366

For footnotes, see next page.

Summary from all common carriers reporting to this Commission, 1916 — Concluded

ITEM	Steam railroads ¹	Street or electric railways	Stage-coach corporations	Total (excluding 2 baggage- transfer companies)
Condensed income account (operating companies) — Concluded				
Total revenue deductions.....	\$1,635,300	\$58,276,773	\$1,169,957	\$61,082,030
Year's increase.....	139,774	2,141,082	158,059	2,438,915
Operating income (as common carriers).....	583,062	40,351,412	499,769	41,434,243
Other income ²	48,033	4,381,510	23,168	4,452,711
Gross income applicable to corporate and leased properties.....	631,095	44,732,922	522,937	45,886,954
Year's increase.....	87,743	2,911,532	72,466	3,071,741
Deductions from income.....	359,022	32,380,484	79,940	32,819,446
Net corporate income.....	272,073	12,852,438	442,997	13,067,508
Year's increase.....	15,560	851,787	78,823	946,170
Capitalization: ¹⁰				
Capital stock outstanding.....	¹¹ 1,683,000	¹² 268,615,710	50,000	270,348,710
Dividends on outstanding stock..	100,000	17,550,364	.....	17,650,364
Funded debt.....	4,361,000	¹³ 626,813,797	.....	631,174,797
Unfunded permanent debt owing to system companies ¹⁰	602,152	63,580,634	.....	64,182,786
Total gross capitalization ¹⁰	6,646,152	959,010,141	50,000	965,706,293
Year's increase.....	76,828	74,466,484	D 147,696	74,395,616
Approximate net capitalization...	6,519,680	¹⁴ 894,470,817	50,000	901,040,497
Additional capitalization subject to supervision by this Commission: ¹⁴				
Capital stock outstanding.....	37,558,460	563,000	81,400	38,202,860
Dividends on outstanding stock..	1,082,500	.....	.....	1,082,500
Funded debt.....	39,600,000	500,000	.....	40,100,000
Unfunded permanent debt (including non-negotiable) owing to system companies ¹⁰	89,879,688	100,000	.....	89,979,688
Total gross capitalization ¹⁰	147,710,648	1,163,000	81,400	148,955,048

BAGGAGE-TRANSFER COMPANIES.— The following are certain items for these companies corresponding to those above: Number of reporting companies, 2; total operating revenue, \$1,189,174.19; operating expenses, \$1,101,593.83; taxes, \$11,032.98; operating income, \$76,547.38; other income, \$15,654.76; gross income, \$92,202.14; deductions from income, none; net corporate income, \$92,202.14; capital stock outstanding, \$1,130,000; dividends on outstanding stock, \$36,000.

¹ For lessor steam railroads, no data are included in the Summary except their number and capitalization (included along with inchoate as "additional capitalization"), since they are all leased to and operated by companies reporting to the Public Service Commission for the Second District. ² Exclusive of City of New York as owner of Rapid Transit Railroad, which is included in capitalization table, etc. ³ Total length of all routes excluding duplications. ⁴ Does not include length of stage-coach routes. ⁵ As of the middle of April or of the last month reported. ⁶ In the 1915 Report only active passenger car miles were given; here the combined figures for active and idle are given. ⁷ Earnings of the St. George coal piers to the amount of \$327,630 are included in the revenue of the Staten Island Rapid Transit. ⁸ For street or electric railways, the Uniform System of Accounts provides that uncollectible revenues shall be charged to Surplus. ⁹ Non-operating income and income from outside operations. ¹⁰ The figures for capitalization have been increased this year by including unfunded permanent debt (including non-negotiable) owing to system companies. ¹¹ Represents amount outstanding for operating companies only, since the lessor companies are operated by companies under the jurisdiction of the Second District Commission. ¹² Includes bonds of New York City issued for subway construction. ¹³ Derived by deducting from the gross capitalization \$25,480,200 and \$13,604,676, the par value of stocks and bonds, respectively, of operating and lessor street railway companies of the First District owned by such companies, as shown in Table XXI, and \$25,454,448, the total of other permanent debts (and bills) owing associated operating and lessor companies as shown in Table XIX. ¹⁴ Capitalization of inchoate and dormant companies and of the five lessor steam railroads (the New York & Harlem steam line being included this year for the first time) operated by companies that report to the Public Service Commission for the Second District. Figures for the former are subject to revision. See also note 15. ¹⁵ Includes this year only \$2,500,000 N. Y. & Harlem stock estimated as applicable to "City Line," remaining \$7,500,000 being included under "Additional capitalization" below.

There was no change in 1916 in the number of operating and lessor companies. Two operating terminal railroads, however, underwent reorganization by process of merger, The Jay Street Connecting Railroad, without change of name, and the East River Terminal Railroad. The latter was supplanted by the Brooklyn Eastern District Terminal, which was authorized by the Commission to acquire the stock of the East River Terminal Railroad and the Brooklyn Eastern District Terminal (a navigation corporation which operated certain railway tracks entirely on private property) and to merge the two companies.

In the class of inchoate or dormant companies — which class includes companies having no railway or public conveyances in operation either because construction, etc., have not been completed or because operation has been discontinued — there is a net increase of one company. Four additional reports were received from stage-coach or motor-bus companies, while three railway companies were dropped from the list as having no longer any corporate existence. The three railway companies dropped are: (1) the Brooklyn & Jamaica Bay Railway Company, incorporated June 9, 1910; (2) The Edenwald Street Railway Company, incorporated May 4, 1895, and (3) The Williams Terminal Railway Company, incorporated July 29, 1905. The four stage-coach corporations are: (1) the City Island Motor Bus Company, Inc.; (2) the New York Motor Bus Company, Inc., — both of which companies made their first returns in 1916; (3) the People's Five-Cent Bus Corporation, whose 1915 returns were received too late for inclusion in the Commission's 1915 Annual Report, and (4) the Hillside Transportation Company, Inc., which failed to report in 1915.

A classified list of the corporations making returns will be found in the index of abstracts at the close of this volume.

One important change has been made in the Summary this year. The conception of capitalization has been expanded. Hitherto it has been conceived as embracing stocks and funded debt. This year a third category has been introduced to include debt current in form but permanent in effect, identifiable chiefly by its being owed to associated companies. A practice has grown up with controlling companies, mostly business corporations, of financing

operating companies by loans that are temporary in form, while the controlling company itself issues bonds, not subject to the supervisory authority of the Commission, to raise the funds for its subsidiaries. When such funds are used for construction and the obligations covering such fixed capital are continually renewed or are payable on demand, it being known that demand will never be made or will be made only in the remote future, such obligations are practically equivalent to bonds. Of course in a statement of securities by law issued under the Commission's supervision they are not includible.

The unfunded permanent debt (including non-negotiable) of the street railways owing to system companies is a little over \$63,500,000, and the funded debt of such companies under the Commission's jurisdiction, inclusive of bonds of New York City issued for subway construction, is a little over \$626,800,000. The Commission's jurisdiction ought logically to extend to the capitalization of holding companies. The theory that regulatory commissions should have jurisdiction over the issue of securities in order that the public might obtain the benefit of additional facilities as needed presupposes such protection to investors as will encourage the development of public-service enterprises. To the extent that holding companies not subject to the jurisdiction of the commissions intervene between the investor and the utility, this purpose is defeated. So far as the regulation of public utilities is maintained to protect investors in such property, it fails of accomplishing its full purpose by not including under the jurisdiction of regulating bodies the affairs of companies controlling such properties, which are often the only companies whose stocks are held by the public.

Growth of City Transit

The City Transit Summary, beginning on page 19, is in no respect changed from the form in which it was presented in the Annual Report for 1915. In Division B, devoted to passenger receipts, however, the distribution of receipts for the B. R. T. system between the elevated and surface divisions is put upon a slightly different basis for the years 1910 to 1915, as is explained in footnote 9. There are also a number of minor revisions

throughout, resulting from a re-examination of the data and due especially to obscurities in the classification and status of some unimportant companies.¹

The increases for 1916, shown in the Transit Summary, are discussed in some detail later on in connection with various text tables devoted to the different kinds or phases of transit. Attention is here called merely to the following: The annual rate of increase in revenue passengers for all kinds of transit represented in the Summary combined (5.13 per cent) was the largest for the decade ending with 1916 with only two exceptions, 1913 (5.41 per cent) and 1910 (9.38 per cent). Stage-coach traffic increased in 1916 at over three times the rate for street railways, and Staten Island steam roads at nearly twice the latter rate. The increases in trackage and in number of passenger cars of street railways were much greater than for any previous year of the quinquennium ending with 1916.

¹ The more considerable of these minor revisions are as follows:

1860, Manhattan surface: Miles of track increased by 5.5 by reason of new assumption that the Eighth Avenue was double-track rather than single-track.

1870, Brooklyn or "Brooklyn and Queens" surface: Figure for revenue passengers increased by 229,140, made up of an estimate of 43,373 passengers carried in the temporary operation of the then building Brooklyn, Flatbush & Coney Island, which road omitted to report the number; and of an estimate of 185,767 carried by the East New York & Jamaica, which likewise failed to report the number. Number of cars increased by 25, estimated number owned by the Coney Island & Brooklyn, which failed to report the number.

1880, Brooklyn or "Brooklyn and Queens" surface: Figure for revenue passengers increased by 1,961,078, representing passengers carried on shore-resort steam roads, in previous Reports included with B. R. T. elevated; and diminished by 15,720, passengers traveling on passes on the North Second Street & Middle Village. Receipts increased by \$266,344 on account of changed classification of steam shore-resort roads. Miles of track increased by 41.26 for steam shore-resort roads and diminished by 0.68 because of an increase in the estimate of the length of track of the Atlantic Avenue Railroad leased to the Long Island Railroad, which leased track is not classed as street-railway track. Passenger cars increased by 104 for shore-resort steam roads and by 2, estimated as the number owned by the Coney Island, Sheepshead Bay & Ocean Avenue, which company omitted to report the number.

1880, B. R. T. elevated: Decreases due to changed classification of steam shore-resort roads corresponding to the increases given in preceding paragraph as occasioned by these roads.

1890, Manhattan surface: Miles of track diminished because of apparent duplications of 2.24 miles jointly owned by the Sixth and Eighth Avenue roads and reported by each, and of 3.00 miles leased by the Twenty-third Street to the Christopher & Tenth Street, but apparently reported by each.

1890, Brooklyn or "Brooklyn and Queens" surface: Increase of 1,195,901 revenue passengers and \$142,439 receipts due to classification of the steam portion of the Prospect Park & Coney Island with the B. R. T. surface instead of elevated. Miles of track increased by 25.73 due to the reclassification mentioned and diminished by 13.13, trackage of the Grand Street & Newtown, discovered to be duplicated in the report of lessee, the Brooklyn City, which took over the operation of the former only two months before the close of the year. Passenger cars increased by 56 due to the reclassification mentioned, and diminished by 75, formerly duplicated as just described.

1890, B. R. T. elevated: Decreases due to reclassification mentioned in preceding paragraph and corresponding with the increases there given.

1900, "Brooklyn and Queens" surface: Increase of 42.57 miles of track, consisting of 41.57 miles formerly classed with the B. R. T. elevated, and 1.00 mile of the South Brooklyn, formerly not classed as a street railway because entirely located on a private right of way and operated by locomotives. Increase of 336 cars formerly classed with the B. R. T. elevated. For 1900, no separate returns were made for elevated and surface cars, and neither the original nor the revised figures are authoritative.

1900, B. R. T. elevated: Figures were correspondingly diminished by 41.57 miles of track and 336 cars now classified with surface division.

GROWTH OF CITY TRANSIT IN NEW YORK CITY: SINCE 1866 BY KIND OF ROAD OR CONVEYANCE: (A) As indicated by number of revenue passengers

Year Ended June 30	STREET-SURFACE RAILWAYS, BY BOROUGH					
	Manhattan	The Bronx	Brooklyn	Queens (incl. B.R.T.)	Richmond	Total
1866	13	..	1	..	..	50,830,173
1870	16	..	2	..	..	152,463,920
1880	17	..	7	..	..	229,685,272
1890	18	..	10	..	..	331,243,531
1900	22	..	20	..	..	603,788,366
1901	27	..	30	..	..	627,996,813
1902	28	..	21	..	..	654,400,162
1903	29	..	22	..	..	678,842,329
1904	34	..	23	..	..	682,341,010
1905	35	..	24	..	..	682,736,965
1906	38	..	26	..	..	730,902,958
1907	38	..	26	..	..	720,150,373
1908	36	..	27	..	..	728,061,026
1909	40	..	27	..	..	725,883,908
1910	46	..	28	..	..	768,140,739
1911	45	..	30	..	..	805,619,547
1912	46	..	32	..	..	842,539,758
1913	43	..	34	..	..	901,443,411
1914	43	..	35	..	..	918,205,060
1915	46	..	35	..	..	918,752,149
1916	47	..	36	..	..	944,591,696

DECENNIAL INCREASE OR (D) DECREASE

40-'70	75,546,297	1,036,014	21,828,330	..	121,086	101,633,747
Per cent	196.71	—	230.63	..	—	199.75
70-'80	34,513,568	737,471	40,725,114	1,032,383	92,819	77,121,512
Per cent	30.25	71.05	109.47	—	76.66	53.81
'80-'90	66,681,541	1,619,241	31,380,253	1,923,835	73,423	101,639,281
Per cent	44.87	91.20	40.21	182.81	31.32	44.21
'90-'01	144,706,024	17,969,951	94,817,750	8,465,556	6,595,531	272,514,311
Per cent	87.21	523.35	86.76	231.44	2,292.01	82.24
01-'10	11,163,024	35,159,571	85,231,698	22,983,323	4,832,767	159,332,371
Per cent	2.10	164.57	41.74	200.92	73.42	23.31

ANNUAL INCREASE OR (D) DECREASE

1901	13,567,006	5,628,300	5,013,371	122,311	D 120,440	24,210,447
Per cent	3.77	26.34	2.46	1.07	D 1.75	4.01
1902	15,377,492	1,027,195	7,474,740	2,155,325	366,597	26,401,349
Per cent	4.12	3.81	3.67	16.64	5.43	4.20
1903	7,623,263	2,694,696	6,836,368	1,969,633	316,123	19,443,167
Per cent	1.96	9.62	3.16	14.36	4.44	2.97
1904	D 6,641,968	4,049,028	9,750,636	1,012,443	327,542	8,497,681
Per cent	D 1.67	13.18	4.36	6.45	4.41	1.26
1905	D 15,374,389	2,360,996	9,596,204	3,831,834	D 18,690	398,958
Per cent	D 3.94	6.79	4.12	22.94	D 0.24	0.06
1906	17,153,968	2,768,311	22,424,200	4,617,567	1,201,937	48,166,993
Per cent	4.58	7.46	9.24	22.49	15.52	7.05
1907	D 14,690,871	2,293,417	D 2,744,558	3,363,689	1,025,738	D 10,752,583
Per cent	D 3.75	5.75	D 1.03	18.37	11.47	D 1.47
1908	D 13,724,768	2,060,696	12,306,536	1,383,007	995,200	2,910,655
Per cent	D 3.64	4.86	4.69	34.60	9.98	0.40
1909	D 5,531,976	6,434,560	272,036	748,026	400,239	2,322,675
Per cent	D 1.52	14.55	0.10	2.51	3.65	0.32
1910	12,495,266	5,852,482	14,289,258	2,884,298	348,532	27,756,836
Per cent	3.75	11.55	6.19	12.72	3.64	5.21
1911	10,881,149	6,263,705	16,669,265	8,085,555	589,134	42,478,803
Per cent	2.93	11.06	6.76	23.41	5.03	5.57
1912	18,191,181	5,089,279	16,344,631	2,667,103	658,042	37,920,235
Per cent	3.45	8.06	5.34	6.27	5.33	4.71
1913	24,464,227	6,685,064	23,665,420	2,280,650	608,267	57,903,623
Per cent	6.19	10.12	7.34	5.05	4.69	6.06
1914	940,380	4,949,824	5,917,883	2,510,314	443,348	14,761,549
Per cent	0.22	6.63	1.71	5.29	3.27	1.61
1915	D 5,111,417	1,860,670	2,794,829	2,712,412	300,593	2,547,049
Per cent	D 1.22	2.32	0.79	5.43	2.15	0.23
1916	11,822,731	2,032,934	6,930,061	1,481,235	572,523	25,839,549
Per cent	2.65	3.72	2.62	2.81	4.00	2.61

Growth of city transit in New York City since 1866 by kind of road or

Year Ended JUNE 30	ELEVATED AND UNDERGROUND STREET RAILWAYS					
	Interborough elevated lines (Manhattan Ry Co. lessor)	Interborough subway lines (City of New York lessor) ¹	Brooklyn Rapid Transit elevated and subway lines	Total Interborough and B.R.T.	Hudson tubes (Hudson & Manhattan R. R. Co.) ²	Total
1869	.....	.....	.....	.....	.....	.....
1870	.....	.....	.....	.....	.....	.....
1871	64	57	.....	121	.....	60,831,757
1872	186	96	41	323	20	237,906,029
1873	184	10	81	275	92	242,564,602
1874	194	41	61	296	86	253,345,968
1875	211	45	61	297	02	284,589,602
1876	214	52	61	327	54	326,924,154
1877	234	56	91	381	00	383,643,980
1878	264	80	101	445	31	448,245,781
1879	251	54	121	426	17	520,938,217
1880	281	73	141	505	15	595,231,015
1881	281	64	141	526	57	634,939,379
1882	271	96	141	508	87	677,033,739
1883	291	80	181	552	96	708,122,175
1884	301	92	161	554	16	798,281,850
1885	301	41	171	513	26	837,374,152
1886	301	66	171	538	08	868,433,097
1887	311	68	181	560	00	906,999,296
1888	301	17	181	500	63	888,880,577
1889	311	96	201	608	63	954,143,917
DECENNIAL INCREASES						
1869-'70	.....	.....	.....	.....	.....	.....
Per cent.	.....	.....	.....	.....	.....	.....
'70-'80	60,831,757	.....	.....	60,831,757	.....	60,831,757
Per cent.	.....	.....	.....	.....	.....	.....
'80-'90	129,143,091	.....	47,931,181	177,074,272	.....	177,074,272
Per cent.	212 30	.....	.....	291 09	.....	291 09
'90-'00	D 5,810,738	.....	10,469,401	4,658,663	.....	4,658,663
Per cent.	D 3 06	.....	21 84	1 96	.....	1 96
'00-'10	109,662,170	263,962,115	104,093,219	482,717,504	42,839,979	525,557,483
Per cent.	89 55	.....	178 24	199 01	.....	216 67
ANNUAL INCREASES						
1901	5,881,631	.....	4,999,665	10,781,296	.....	10,781,296
Per cent.	3 19	.....	8 39	4 44	.....	4 44
1902	25,213,804	.....	6,030,210	31,243,814	.....	31,243,814
Per cent.	13 27	.....	9 53	12 33	.....	12 33
1903	31,327,677	.....	11,006,673	42,334,352	.....	42,334,352
Per cent.	14 55	.....	18 88	14 88	.....	14 88
1904	40,047,173	.....	10,672,573	50,719,746	.....	50,719,746
Per cent.	16 24	.....	20 75	17 35	.....	17 35
1905	D 20,252,265	72,722,890	12,131,206	64,601,831	.....	64,601,831
Per cent.	D 7 07	.....	12 51	16 84	.....	16 84
1906	D 8,585,178	65,196,742	16,690,920	72,092,486	.....	72,092,486
Per cent.	D 8 22	89 65	14 73	16 22	.....	16 22
1907	25,127,519	28,443,979	20,731,300	74,292,798	.....	74,292,798
Per cent.	9 75	20 62	16 55	14 26	.....	14 26
1908	D 78,409	34,076,165	1,346,886	35,344,842	4,363,722	39,708,564
Per cent.	D 0 03	20 48	0 92	5 94	.....	5 67
1909	D 6,595,668	37,990,870	671,028	33,255,730	9,628,630	42,094,360
Per cent.	D 2 33	18 95	0 59	6 12	225 24	6 63
1910	17,676,084	30,531,969	14,332,756	62,440,800	28,647,627	91,088,426
Per cent.	6 36	12 81	9 87	9 42	201 85	13 45
1911	7,823,012	7,742,681	4,877,527	20,243,220	9,916,455	30,159,675
Per cent.	2 50	2 88	3 03	2 79	23 15	3 93
1912	2,821,549	26,269,060	4,823,901	33,914,510	5,177,792	39,092,302
Per cent.	0 94	9 49	2 88	4 55	9 81	4 90
1913	2,574,165	24,497,654	3,051,363	30,123,102	935,843	31,058,945
Per cent.	0 85	8 09	1 77	3 86	1 62	3 71
1914	4,628,362	12,941,593	9,514,223	27,384,378	1,131,821	28,516,199
Per cent.	1 51	3 95	5 60	3 38	2 01	3 29
1915	D 9,691,051	5,172,646	D 2,524,838	D 7,083,243	D 1,035,476	D 8,118,719
Per cent.	D 3 11	1 52	D 1 36	D 0 84	D 1 81	D 0 91
1916	10,454,279	25,919,569	24,582,372	60,936,220	4,327,120	65,263,340
Per cent.	3 46	7 50	13 46	7 24	7 24	7 34

For footnotes, see pages 24 and 25.

conveyance: (A) As indicated by number of revenue passengers — Concluded

TOTAL STREET-SURFACE, ELEVATED AND UNDERGROUND RAILWAYS			Staten Island steam roads	Fifth Avenue Coach Company	Total of foregoing	YEAR ENDED JUNE 30
Excluding Hudson tubes	INCLUDING HUDSON TUBES					
	Number	Per capita				
50,630,173	73	42	41	—	—	1860
20	20	103	06	—	—	1870
29	29	152	51	—	—	1880
60	60	212	18	R.	—	1890
58	58	246	06	R.	—	1900
01	01	248	06	03	07	1901
64	64	286	39	23	17	1902
83	83	265	58	73	14	1903
10	10	274	83	43	35	1904
06	06	288	41	46	85	1905
75	75	301	34	30	39	1906
88	88	305	96	06	82	1907
55	07	305	16	32	05	1908
90	42	304	73	04	19	1909
35	14	331	23	75	17	1910
53	97	339	16	73	65	1911
09	55	339	25	72	42	1912
39	06	350	26	34	78	1913
06	56	353	26	36	12	1914
12	26	345	02	71	99	1915
81	15	356	06	42	23	1916

OR (D) DECREASE

191,633,747	101,633,747	60	273,085	—	—	60-70
199 94	199 94	140	429 07	—	—	Per cent
137,953,109	137,953,109	49	53,445	—	—	70-80
90 48	90 48	48	15 87	—	—	Per cent
278,732,531	278,732,531	66	6,149,167	—	—	80-90
95 96	95 96	43	1,576 10	—	—	Per cent
277,203,493	277,203,493	23	D 2,099,812	N. R.	—	90-00
48 70	48 70	13	D 32 11	—	—	Per cent
643,069,877	684,909,856	75	1,575,422	N. R.	—	00-10
75 86	80 92	—	35 49	—	—	Per cent

OR (D) DECREASE

34,991,743	34,991,743	2	D 227,308	N. R.	—	1901
4 13	4 13	1	D 5 12	—	—	Per cent
57,645,163	57,645,163	8	26,237	D 229,966	57,441,810	1902
6 54	6 54	2	0 63	D 11 62	6 47	Per cent
61,777,519	61,777,519	9	64,228	D 6,850	61,834,897	1903
6 58	6 58	4	1 52	D 0 39	6 54	Per cent
66,217,427	66,217,427	9	283,324	D 354,730	66,144,021	1904
6 52	6 52	3	6 58	D 20 47	6 47	Per cent
64,997,786	64,997,786	9	137,860	D 48,196	65,087,450	1905
6 10	6 10	3	3 01	D 3 48	6 07	Per cent
120,856,479	120,856,479	18	427,093	D 22,318	121,273,054	1906
10 00	10 00	6	9 25	D 1 48	10 67	Per cent
63,540,213	63,540,213	4	783,563	D 190,732	64,223,043	1907
5 08	5 08	1	15 18	D 7 46	5 10	Per cent
26,255,297	42,619,019	.....	D 265,580	839,186	42,862,623	1908
2 91	3 34	.....	D 4 97	44 39	3 24	Per cent
34,588,605	44,417,235	D 1	D 411,743	1,855,522	45,861,014	1909
2 56	3 27	D 1	D 7 29	106 80	2 36	Per cent
199,197,645	128,645,272	17	777,555	2,695,871	182,318,598	1910
7 22	9 19	6	14 85	74 69	9 88	Per cent
63,722,028	72,638,488	9	263,388	D 397,803	72,534,068	1911
4 21	11 4 74	2	3 38	D 4 86	4 70	Per cent
71,834,746	77,012,536	9	243,219	341,709	77,597,557	1912
4 68	4 90	3	3 91	5 70	4 80	Per cent
68,026,730	68,962,573	11	174,701	2,545,462	91,662,736	1913
5 42	5 29	2	2 70	40 16	5 41	Per cent
62,144,027	43,327,648	2	342,790	2,391,896	46,043,534	1914
2 46	2 46	1	3 17	36 92	2 58	Per cent
D 4,486,154	D 5,571,636	D 7	D 35,824	2,774,641	D 2,833,413	1915
D 0 26	D 0 31	D 2	D 0 51	24 60	D 0 16	Per cent
86,778,789	91,102,889	11	619,764	2,172,571	93,895,324	1916
4 96	5 06	2	8 93	15 46	5 18	Per cent

Growth of city transit in New York City¹ since 1860 by kind of

Year Ended June 30	STREET-SURFACE RAILWAYS OF—				Manhattan (elevated) Railway	Brooklyn R. T. elevated division
	Manhattan	The Bronx ²	Brooklyn and Queens	Richmond		
1860	77	...	61	...	...	...
1870	13	61	x 96	311,188	...	...
1880	63	81	x 89	18,043	84 31	...
1890	92	76	x 83	14,142	9 42	\$2,570,660
1900	26	62	x 99	341,821	9 76	\$2,841,205
1910	11	38	x 96	584,272	14 45	\$3,128,308
1911	11	70	x 41	613,411	15 37	\$3,376,799
1912	26	33	x 39	646,178	15 10	\$3,618,021
1913	89	80	x 45	676,357	15 46	\$3,771,309
1914	23	13	x 33	696,373	15 65	\$3,962,678
1915	63	55	x 88	713,276	15 31	\$3,126,795
1916	73	70	x 85	741,767	15 41	10,354,913

ABSOLUTE

'60-'70	4,760,331	72,661	34	11,188	...	...
'70-'80	313,490	51,622	94	4,856	4,575,431	...
'80-'90	3,705,289	56,095	93	D 1,901	4,923,311	\$2,570,660
'90-'00	7,459,434	827,704	17	527,479	D 375,686	270,545
'00-'10	337,069	1,798,506	87	242,651	5,561,769	\$3,287,103
'10-'11	534,536	302,982	45	...	378,483	247,491
'11-'12	661,606	238,963	86	33,767	139,883	243,222
'12-'13	763,763	242,668	86	30,170	129,383	153,288
'13-'14	D 285,066	254,223	...	22,016	230,772	491,366
'14-'15	D 426,040	67,142	184,106	14,903	D 484,134	D 125,880
'15-'16	478,990	149,515	462,887	28,491	521,800	1,228,118

Growth of city transit in New York City¹ since

1860	67 88	...	79 79	...	...	...
1870	139 26	10 00	x 193 92	7 50	...	...
1880	183 20	6 51	x 339 26	8 00	70 35	...
1890	244 50	31 48	360 47	10 10	94 05	111 33
1900	281 63	96 91	564 14	59 62	109 59	110 73
1910	314 54	181 90	x 651 51	85 63	118 03	x 169 10
1911	309 88	188 47	x 692 43	85 63	118 00	x 169 43
1912	308 16	206 93	x 696 03	88 24	118 09	x 170 81
1913	300 79	211 76	x 710 29	65 98	118 00	x 173 72
1914	300 76	222 96	x 716 28	65 98	117 98	x 176 55
1915	306 48	218 24	x 720 69	65 78	117 98	x 195 49
1916	306 09	219 71	x 725 85	65 89	120 64	x 221 51

ABSOLUTE

'60-'70	71 38	10 00	114 13	7 50	...	...
'70-'80	44 03	D 8 49	145 34	0 50	79 35	...
'80-'90	61 21	14 97	21 21	2 10	14 70	111 33
'90-'00	37 33	76 43	203 67	40 52	15 54	D 0 60
'00-'10	32 71	84 99	87 37	6 01	8 44	58 37
'10-'11	D 4 66	6 57	40 97	...	D 0 03	0 33
'11-'12	D 6 72	18 48	2 55	2 61	...	1 36
'12-'13	D 2 37	4 83	15 26	D 2 26	...	2 91
'13-'14	D 0 08	12 20	5 99	...	D 0 02	2 83
'14-'15	4 79	D 6 73	4 41	D 0 20	...	18 94
'15-'16	0 63	1 47	5 16	0 11	11 66	20 02

PER CENT

'60-'70	105 16	...	143 04	...	...	...
'70-'80	31 62	...	74 96	6 67	...	...
'80-'90	53 40	239 95	6 25	26 25	18 63	...
'90-'00	15 27	351 16	56 50	490 30	16 62	D 0 54
'00-'10	11 61	87 70	15 49	10 00	7 70	52 71
'10-'11	D 1 48	3 61	6 29	...	D 0 03	0 29
'11-'12	D 2 17	9 79	0 37	3 06	...	0 81
'12-'13	D 0 78	2 33	2 20	D 3 31	...	1 70
'13-'14	D 0 01	5 76	...	...	D 0 02	1 63
'14-'15	1 66	D 2 55	6 62	D 0 30	...	10 73
'15-'16	0 21	0 67	0 71	0 17	8 69	11 75

and conveyance: (B) As indicated by passenger receipts

Interborough subway ¹	Hudson & Manhattan ²	TOTAL STREET RAILWAYS		Staten Island steam roads	Fifth Avenue Coach Company	YEAR ENDED JUNE 30
		Absolute amount	Per capita ³			
.....	.....	88	82.18	\$15,872	—	1880
.....	.....	87	8.08	78,884	—	1870
.....	.....	80	8.23	70,187	—	1880
.....	.....	86	10.90	432,710	N. R.	1890
.....	.....	09	12.23	832,518	N. R.	1900
.....	.....	28	16.94	472,637	\$808,030	1910
\$13,438,835	\$2,141,999	84	16.37	487,407	\$609,737	1911
13,818,943	2,037,822	89	16.88	501,455	633,907	1912
16,129,819	3,163,794	89	17.87	527,039	888,432	1913
16,352,768	3,448,390	83	17.36	546,864	1,127,643	1914
16,898,704	3,508,177	12	16.94	552,206	1,405,047	1915
17,266,318	3,432,159	18	17.46	591,066	1,822,304	1916
18,840,565	3,861,252					

INCREASE

.....	.....	19	2.90	62,912	—	'60-'70
.....	.....	03	2.26	583	—	'70-'80
.....	.....	46	2.57	363,543	—	'80-'90
.....	.....	13	1.23	D 109,192	N. R.	'90-'00
13,438,835	2,141,999	19	3.72	149,119	N. R.	'00-'10
383,408	405,822	04	0.43	14,770	D 3,283	'10-'11
1,310,876	585,973	46	0.51	14,048	34,170	'11-'12
1,222,947	284,598	60	0.49	25,574	254,546	'12-'13
648,938	69,787	03	D 0.01	19,535	229,100	'13-'14
257,611	D 78,018	50	D 0.42	8,642	277,404	'14-'15
1,294,250	229,008	04	0.52	28,480	217,267	'15-'16

1880: (C) As indicated by miles of track

.....	.....	147.67	12.87	13.33	.....	1880
.....	.....	350.68	23.78	13.33	.....	1870
.....	.....	616.41	32.24	13.06	.....	1880
.....	.....	841.93	32.29	41.40	.....	1890
.....	.....	1,222.82	35.58	56.14	.....	1900
81.94	13.08	1,596.73	23.48	81.51	.....	1910
85.31	17.54	1,846.74	23.87	84.48	.....	1911
85.38	18.77	1,666.30	23.82	89.04	.....	1912
85.24	18.77	1,684.65	23.85	89.04	.....	1913
85.24	18.77	1,705.62	23.14	93.25	.....	1914
87.87	18.77	1,730.28	23.01	94.66	.....	1915
88.15	18.77	1,775.61	23.28	96.79	.....	1916

INCREASE

.....	.....	203.01	11.16	.....	.....	'60-'70
.....	.....	205.73	8.51	0.32	.....	'70-'80
.....	.....	225.52	0.06	27.74	.....	'80-'90
.....	.....	380.89	3.20	14.74	.....	'90-'00
81.94	13.08	373.91	D 2.10	25.37	.....	'00-'10
3.37	4.46	51.01	0.39	2.97	.....	'10-'11
0.08	1.23	19.56	D 0.25	4.56	.....	'11-'12
D 0.02	.....	19.35	D 0.27	.....	.....	'12-'13
.....	.....	20.97	D 0.21	4.31	.....	'13-'14
2.53	.....	24.66	D 0.12	1.41	.....	'14-'15
0.26	.....	45.33	0.27	3.13	.....	'15-'16

INCREASE

.....	.....	137.48	89	.....	.....	'80-'79
.....	.....	75.78	36	3.46	.....	'70-'80
.....	.....	.....	0	308.07	.....	'80-'90
.....	.....	45.24	10	25.60	.....	'90-'00
.....	.....	30.50	D 6	45.19	.....	'00-'10
4.11	34.10	3.20	1	3.64	.....	'10-'11
0.06	7.01	1.09	D 1	5.40	.....	'11-'12
D 0.02	.....	1.10	D 1	.....	.....	'12-'13
.....	.....	1.24	D 1	4.73	.....	'13-'14
2.96	.....	1.45	D 0	1.51	.....	'14-'15
0.22	.....	2.55	1	2.20	.....	'15-'16

Growth of city transit in New York City¹ since 1860 by kind of

YEAR ENDED JUNE 30	STREET-SURFACE RAILWAYS OF —				Manhattan (elevated) Railway	Brooklyn R. T. elevated division
	Manhattan	The Bronx ²	Brooklyn and Queens	Richmond		
1860.....	453	.....	209	.....	.....	.....
1870.....	1,075	17	¹² 603	8	.....	.....
1880.....	1,562	35	³ 1,524	13	542	.....
1890.....	2,365	7	2,684	22	947	491
1900.....	3,524	433	3,783	168	1,122	657
1910.....	3,195	936	3,368	193	1,667	923
1911.....	3,495	495	3,438	193	1,748	923
1912.....	3,406	551	3,455	193	1,782	923
1913.....	3,243	690	3,463	193	1,781	934
1914.....	3,263	746	3,594	192	1,780	951
1915.....	3,155	776	3,548	224	1,775	1,029
1916.....	3,121	740	3,553	224	1,772	1,154
ABSOLUTE						
'60-'70.....	622	17	304	8	.....	.....
'70-'80.....	487	18	921	5	542	.....
'80-'90.....	803	41	1,160	9	405	491
'90-'00.....	1,159	357	1,099	146	175	166
'00-'10.....	D 329	503	D 415	25	545	271
'10-'11.....	300	D 441	79	.....	81	.....
'11-'12.....	D 89	56	17	.....	31	.....
'12-'13.....	D 163	139	8	.....	D 1	6
'13-'14.....	20	56	131	D 1	D 1	17
'14-'15.....	D 108	30	D 46	32	D 5	78
'15-'16.....	D 34	D 36	5	.....	D 3	125
PER CENT						
'60-'70.....	137.31	.....	188.52	.....	.....	.....
'70-'80.....	45.30	105.88	152.74	62.59	.....	.....
'80-'90.....	51.41	117.14	76.12	69.23	74.72	.....
'90-'00.....	49.01	469.74	40.95	663.64	18.48	33.81
'00-'10.....	D 9.34	116.17	D 11.97	14.88	48.57	41.25
'10-'11.....	9.39	D 47.12	2.08	.....	4.86	.....
'11-'12.....	D 2.55	11.31	0.49	.....	1.95	.....
'12-'13.....	D 4.79	25.23	0.23	.....	D 0.06	0.65
'13-'14.....	0.62	8.12	3.78	D 0.52	D 0.06	1.82
'14-'15.....	D 3.31	4.02	D 1.28	16.67	D 0.28	8.20
'15-'16.....	D 1.08	D 4.64	0.14	.....	D 0.17	12.14

NOTE.— The data used in this table are presented as compiled for the given year without regard to later corrections. Numbers of passengers and passenger receipts are currently recorded with sufficient accuracy for purposes of comparison from year to year. Data for track-mileage and number of cars, however, are computed by means of what is practically an inventory made or modified for the occasion and are subject to correction by remeasurement and reclassification, hence must be considered representative rather than accurate. In this case direct comparison between successive years yields results of no great value. For minor changes in figures for 1860 to 1900, inclusive, from those previously published, due to revised classification or re-examination of the data, see footnote on page 18. See also note 9 on page 25.

¹ Present corporate limits. The table includes all operating companies and all their lessor companies now reporting to the Public Service Commission for the First District, and all predecessors of such companies.

² Includes the Westchester Electric.

³ The 701,072 passengers carried by the New York & North Shore in 1910, when this road's operation within the city limits had not yet begun, are disregarded in this table.

⁴ Opened Oct. 27, 1904.

⁵ Opened Feb. 26, 1908.

⁷ Mileage ratios are per 100,000 population.

⁸ The receipts for 1900 for the B. R. T. system have been divided between the street-surface and elevated divisions on the basis of an estimated proportion of 75 per cent for the former and 25 per cent for the latter.

road or conveyance: (D) As indicated by number of passenger cars

Interborough subway ¹	Hudson & Manhattan ²	TOTAL STREET RAILWAYS		Staten Island steam roads	Fifth Avenue Coach Company	YEAR ENDED JUNE 30
		Absolute number	Per 100,000 popula- tion			
.....	.....	662	56	6	—	1860
.....	.....	1,793	115	8	—	1870
.....	.....	3,676	192	10	—	1890
.....	.....	6,585	253	64	N. R.	1890
.....	.....	9,687	282	101	72	1900
917	140	11,344	238	93	61	1910
1,130	190	11,617	239	93	80	1911
1,144	226	11,685	236	91	81	1912
1,144	226	11,674	231	91	105	1913
1,143	226	11,895	231	91	125	1914
1,152	226	11,885	227	91	133	1915
1,628	226	12,418	233	91	132	1916
INCREASE						
.....	.....	1,041	59	2	—	'60-'70
.....	.....	1,973	77	2	—	'70-'80
.....	.....	2,909	61	51	—	'80-'90
.....	.....	3,102	27	37	N. R.	'90-'00
917	140	1,657	D 44	D 3	D 11	'00-'10
213	50	273	1	.....	19	'10-'11
14	36	68	D 3	D 2	1	'11-'12
.....	.....	D 11	D 5	.....	24	'12-'13
D 1	.....	221	.....	.....	20	'13-'14
9	.....	D 10	D 4	.....	8	'14-'15
476	.....	533	6	.....	D 1	'15-'16
INCREASE						
.....	.....	157.25	105	33.33	—	'60-'70
.....	.....	115.85	67	25.00	—	'70-'80
.....	.....	79.13	33	540.00	—	'80-'90
.....	.....	47.11	11	57.81	—	'90-'00
.....	.....	17.11	D 15	D 7.92	D 15.28	'00-'10
23.23	35.71	2.41	0	.....	31.15	'10-'11
1.24	18.95	0.59	D 1	D 2.15	1.25	'11-'12
.....	.....	D 0.09	D 2	.....	29.63	'12-'13
D 0.09	.....	1.89	.....	.....	19.05	'13-'14
0.79	.....	D 0.08	D 2	.....	6.40	'14-'15
41.31	.....	4.48	3	.....	D 0.75	'15-'16

¹ These figures differ slightly from those heretofore shown because of a change in the basis of approximation. The figures formerly used included under B. R. T. elevated the N. Y. Consolidated (or predecessors) and the South Brooklyn roads. They now include the N. Y. Consolidated or predecessors (except Sea Beach surface), the Culver elevated line of the South Brooklyn (which line reports considerably more than one-half of the total South Brooklyn receipts), and the West End line of the Nassau Electric (up to June 24, 1916).

² The division of the trackage of the B. R. T. system between street-surface and elevated is only approximate. The 1910 to 1915 figures for the elevated include the New York Consolidated (or predecessors), the South Brooklyn, and the West End line of the Nassau.

³ Operation of "elevated" trains over track of West End line of Nassau Electric discontinued and of surface cars begun on June 24, 1916. This track is included with surface track as of June 30, 1916, while passenger receipts on this line, up to June 24, 1916, are included with elevated receipts.

⁴ Brooklyn surface includes 494,789 passengers, \$63,541 passenger receipts, 17.50 miles of track, and 34 cars, returned by roads primarily engaged in shore-resort traffic, which roads in later years became part of the B. R. T. elevated division, and the statistics of which from 1890 on are included with those for that division.

⁵ Brooklyn surface includes 1,961,078 passengers, \$266,344 passenger receipts, 41.26 miles of track and 104 cars of the steam roads described in preceding note.

II. COMMON CARRIERS IN THE FIRST DISTRICT OTHER THAN STREET RAILWAYS

The various miscellaneous carriers subject to the jurisdiction of the Commission outside the class of street railways are few in number and of comparatively small importance. Included among them are 5 operating and 4 lessor steam railroads, 2 operating baggage-transfer companies, 1 operating stage-coach company and several inchoate or dormant companies of not very well-defined status. The returns for the last-mentioned companies are as a rule of little general interest. Their capitalization, however, is included in the figures for "additional capitalization" given at the close of the General Summary on page 15.

The general tables relating to the miscellaneous common carriers are to be found at the beginning of Part II of this volume, and are distinguished by being assigned a letter series in place of the roman-numeral series used for the street-railway tables. But for certain data as to intercorporate relationships of these miscellaneous carriers, the reader is referred to Table XXI, Division C.

Steam Railroads

It will be observed by reference to Table A, page 177, which contains data for operating steam railroads subject to the jurisdiction of this Commission, that only two of them provide passenger service and that the freight service of the others consists merely of switching or is otherwise "terminal" in character. A summary of the passenger service of the two Staten Island roads for a series of years is contained in Table 1.

Table 1. Car and passenger movement data for the passenger service of the Staten Island steam roads, 1908-1916

FISCAL YEAR	Pas-senger cars in service	Passen-ger car miles	Revenue passengers	Passengers carried one mile	Passenger revenue
1908.....	116	1,864,382	5,649,116	37,566,191	\$444,605 11
1909.....	81	1,925,745	5,237,373	34,274,991	432,387 12
1910.....	93	1,920,161	6,014,928	38,645,316	472,636 93
1911.....	93	1,955,299	6,218,316	39,621,324	487,406 85
1912.....	91	1,953,735	6,461,635	40,451,217	501,455 33
1913.....	91	2,053,547	6,636,336	42,058,441	527,029 22
1914.....	91	2,107,603	6,979,126	45,905,011	546,563 86
1915.....	91	2,124,509	6,943,302	46,476,514	553,205 78
1916.....	91	2,212,421	7,563,066	53,717,724	591,666 14
Per cent increase:					
1916 over 1915.....		4.14	8.93	15.58	6.95
1916 over 1911.....	D 2.15	13.15	21.63	35.58	21.39

¹ Includes chartered-car miles.

The year 1916 was an unusually successful one for the Staten Island steam roads from the standpoint of passengers carried. The per cent increase over the preceding year (8.93) was more than double that for the street railways of the island (4.00), and not much less than double that for all street railways of the city (5.04). As shown in the Growth of City Transit Summary (page 21), the years 1906, 1907 and 1910 are the only ones — at least since 1900 — which have shown a larger increase. The unusually large increases for 1906 and 1907 were shared in by the street railways of the island and were in large part due to improvements in these two years in South Beach as a shore resort, the traffic to which in summer is a large item for both classes of roads. The unusual increase in 1910 was common to all the groups of transit lines of the city. The increase in 1916 is the more notable because in the previous year a slight decrease was reported.

In 1916 the two roads increased at about the same rate in respect to the number of passengers carried and in passenger revenue, but in passenger mileage, the Staten Island Railway increased 22 per cent as compared with only 8 per cent for the Staten Island Rapid Transit. Evidently the commuter traffic on the former road is increasing at an exceptionally high rate. The latter road has a straight 5-cent fare for all passengers except on joint-rate tickets.

Although the Long Island Railroad is a Second District company, certain of its operations within the city are subject to the supervision of the First District Commission. Special traffic reports are obtained, the most important details of which are given in Table C. Some totals from this table, together with corresponding figures for previous years, are shown in Table 2.

Table 2. Passenger traffic and passenger-car miles in passenger trains of the Long Island Railroad, 1912-1916

FISCAL YEAR	Com- muters (tickets sold) within New York City limits	PASSENGERS			Total
		Commuter	Local electric ¹	All other	
1912.....	84,213	11,125,984	7,017,651	17,619,607	35,763,242
1913.....	96,844	12,039,876	8,374,064	18,794,550	39,208,490
1914.....	109,939	13,051,527	7,924,039	20,275,828	41,251,394
1915.....	114,571	13,648,675	7,899,202	20,794,375	42,342,252
1916.....	122,751	14,707,874	8,381,082	20,817,240	43,906,196
Per cent increase:					
1912-1913.....	15.00	8.21	19.33	6.67	9.63
1913-1914.....	13.52	8.40	D 5.37	7.88	5.21
1914-1915.....	4.21	4.58	D 0.31	2.56	2.64
1915-1916.....	7.14	7.76	6.10	0.11	3.69

PASSENGER-CAR MILES IN PASSENGER TRAINS						
	STEAM TRAINS		Motor trains — Passenger	Trolley	Local electric ¹	Total
	Passenger	Parlor				
1912.....	10,624,007	761,144	8,518,815	.....	1,287,929	21,191,895
1913.....	9,966,314	694,859	8,993,009	9,627	2,059,334	21,723,143
1914.....	9,150,094	639,691	10,454,515	12,868	2,249,508	22,506,676
1915.....	8,209,469	627,072	² 10,788,287	13,818	2,449,375	22,087,521
1916.....	8,470,749	660,137	² 11,334,096	13,096	2,545,081	23,023,159
Per cent increase:						
1912-1913.....	D 6.19	D 8.71	5.57	—	59.89	2.51
1913-1914.....	D 8.19	D 7.94	16.25	33.67	9.23	3.61
1914-1915.....	D 10.28	D 1.97	3.19	3.50	8.88	D 1.86
1915-1916.....	3.18	5.27	5.06	D 1.67	3.91	4.24

Excepting the "all other" class, which is the ordinary "steam" road traffic paying fares at so much a mile, the growth of passenger traffic on the Long Island recovered in 1916 from the depression experienced in the previous year. Particularly the figures for passenger-car miles show an improvement, although the rates of increase in local electric mileage are roughly inversely proportional to those in passengers carried for 1915 and 1916.

Data for certain lessor steam railroads in the city, the lessees in possession of the property of which are Second District operating companies, constitute Table B. In the present report for the first time detailed figures for the Pennsylvania Railroad passenger movement (exclusive of Long Island Railroad traffic) to and from the Seventh Avenue Terminal are presented, that is, in Table E. Figures for the Long Island Railroad traffic at that

¹ "Local-electric" is the traffic on the stretch of road between Flatbush avenue station and Jamaica, and beyond Jamaica on two branches to Queens and Valley Stream, at a 5-cent or a 10-cent fare.

² Includes 308 parlor-car miles in 1915, and 66 in 1916.

terminal have been given, beginning with the Report for 1912, in a table uniformly lettered "C". During the fiscal year 1916, the total Pennsylvania Railroad passengers arriving at or departing from the Seventh Avenue station was 4,582,248, an increase of 9.46 per cent over the corresponding period for 1915. This rate exceeds that for practically all lines of traffic dealt with in this Report, the only exceptions worthy of mention being the ratios for the B. R. T. rapid-transit division and for the Fifth Avenue Coach Company.

The year 1912 was the first full fiscal year of operation of the Pennsylvania tunnels under the Hudson river. In that year 3,814,320 passengers were carried through them as compared with approximately 33,000,000 carried through the Cortlandt street tunnels of the Hudson & Manhattan, and 25,000,000 through the Christopher street tunnels of the latter road. In 1913 the traffic through the Pennsylvania tunnels increased 10.52 per cent; in 1914, 4.51, while in 1915, it decreased 4.98. The rate of increase from 1912 to 1916 was 20 per cent, as compared with 13 per cent for the Cortlandt street tunnels and only 4 per cent for the Christopher street. In the later year the Cortlandt street tunnels carried about eight passengers, and the Christopher street about six, to every passenger carried by the Pennsylvania tunnels. All three sets of tunnels have approximately the same capacity. It is thus seen that the Pennsylvania's tunnels have an abundant reserve capacity to use as traffic increases. In the fiscal year 1916 the number of passengers carried through this company's East river tunnels (Long Island Railroad), which have double the capacity of its Hudson river tubes, was 12,300,000. Even this number, of course, represents only a beginning of the utilization of these tubes.

Baggage-Transfer Companies

Financial data for the baggage-transfer companies constitute a part of Table D. One of them, the Westcott Express, also operates an extensive cab service, with revenue of \$241,936 in 1916, an increase of 8 per cent. Its baggage revenue, \$500,589, showed a trifling decrease from 1915, while that of the New York Transfer, \$367,262, showed only a trifling increase. For other

data, the reader is referred to the abstracts of the companies' returns in the latter part of this volume.

Stage-Coach Traffic

There is as yet but one operating stage-coach company in the city. Data relating to it are shown in Table D, and more comprehensively in the abstract of the company's returns. Traffic data are compared with former years in Table 3.

Table 3. Stage-coach traffic, 1909-1916

FISCAL YEAR	Number of buses	Bus miles (active and idle)	Revenue passengers	Passenger revenue
1909.....	61	802,005	3,609,304	\$351,600 90
1910.....	61	1,320,432	6,305,175	603,019 80
1911.....	80	1,354,391	5,997,372	599,737 20
1912.....	81	1,440,841	6,339,072	633,907 20
1913.....	105	2,176,790	8,884,534	888,453 40
1914.....	125	2,919,110	11,276,430	1,127,643 00
1915.....	133	4,113,625	14,050,471	1,405,047 10
1916.....	132	4,966,995	16,223,042	1,622,304 20
Per cent increase:				
1914 over 1913.....	19.05	34.10	26.92	26.92
1915 over 1914.....	6.40	40.92	24.60	24.60
1916 over 1915.....	60.75	20.74	15.46	15.46
1916 over 1911.....	65.00	266.73	170.50	170.50

Although no new routes or extensions of routes were opened during the year, the stage-coach traffic continued in 1916 to show a high rate of increase, namely 15.46 per cent, which is more than three times that for the street railways of the city as a whole (5.04) and more than five times that for the Manhattan surface roads (2.85), in which borough the stage company operates. As the rate of fare is double that on the street railways, it would appear that this somewhat more comfortable means of transit fills a distinct need.

Ferry Passenger Traffic

The Commission has no jurisdiction over the ferries plying in the rivers and harbors adjacent to New York. But the interest of the passenger traffic of such facilities from the viewpoint of the traffic facts and needs of the city as a whole is so great that more or less attention has usually been given in these reports to the available statistical data. Returns are made by the companies to the United States Steamboat Inspection Service and the figures of Table 4 are obtained from that source.

Table 4. New York City ferry passenger traffic, years ended June 30, 1911-1916

	1911	1912	1913	1914	1915	1916	Per cent increase 1916 over 1911	Per cent increase 1916 over 1907 ¹
Ferries								
Between Manhattan and New Jersey:								
Pennsauken.....	36,480,000	36,480,000	37,700,000	37,340,000	36,670,000	36,200,000	D 0.52	D 15.60
Laurelton.....	17,915,857	12,354,770	9,651,029	8,730,985	8,185,824	7,403,379	D 58.45	D 79.38
Eliz.....	18,555,281	20,109,061	17,196,308	21,692,085	21,497,735	21,093,735	18.53	11.54
Jersey Central.....	14,269,920	14,324,101	15,143,834	14,704,610	14,299,755	15,152,233	6.26	0.18
West Shore (or N. Y. Central).....	10,552,793	11,783,424	13,168,507	13,887,553	18,551,256	14,618,569	37.23	64.35
Riverside & Fort Lee.....	4,625,124	4,855,436	5,108,584	5,199,360	5,590,434	6,242,247	34.96	54.68
Dyckman Street & Englewood.....	.....	.....	.....	.....	19,193	301,375	.....	.....
Total.....	103,638,974	99,876,792	97,968,256	101,644,593	99,714,899	102,061,538	D 0.47	D 19.19
Per cent increase or (D) decrease.....	D 5.24	D 2.60	D 1.91	3.75	D 1.90	2.35	.....	.....
Brooklyn:								
.....	12,723,707	9,359,528	7,716,972	7,130,275	6,499,649	6,679,953	D 47.50	D 78.37
.....	7,837,239	8,331,348	6,960,038	6,708,541	7,254,056	6,346,472	D 15.80	D 56.68
.....	1,784,000	1,385,000	1,830,000	1,830,000	1,449,283	1,143,954	D 85.88	39.29
.....	1,536,798	1,524,717	1,609,265	1,946,37	1,892,410	1,865,219	D 11.16	D 83.51
Total.....	23,581,744	20,597,593	18,106,276	17,610,143	17,065,403	15,536,599	D 24.12	D 66.87
Per cent decrease.....	D 4.23	D 12.65	D 12.10	D 2.74	D 2.98	D 9.07	.....	.....
Between Manhattan and Queens:								
Long Island.....	8,941,204	6,256,223	5,028,511	4,109,584	3,544,326	3,268,707	D 74.63	D 89.50
New York & East River.....	3,713,999	3,348,024	3,248,925	3,038,819	2,859,499	2,785,712	D 24.99	D 83.23
New York & College Point.....	589,889	492,185	426,640	430,906	367,809	310,439	D 45.52	D 59.99
Total.....	13,245,092	10,096,432	8,714,076	7,579,309	6,771,574	6,364,858	D 59.43	D 81.07
Per cent decrease.....	D 33.03	D 23.96	D 13.70	D 13.02	D 10.66	D 20.77	.....	.....
Between Manhattan and Richmond:								
Municipal Ferry.....	11,917,810	12,296,571	12,784,883	13,482,489	14,107,856	15,384,339	23.92	42.78
Per cent increase.....	5.64	3.18	3.97	5.46	4.64	8.91	.....	.....
Other:								
Brooklyn and Richmond.....	.....	.....	.....	.....	194,061	N. R.	.....	.....
Bronx and Queens.....	.....	.....	.....	.....	185,777	21,449	.....	.....
Grand total — Number of passengers.....	151,263,600	142,867,388	137,573,493	140,316,534	137,679,232	138,347,783	D 8.54	D 35.51
Average per day.....	414,421	390,348	376,914	384,429	377,203	377,969	.....	.....
Increase or (D) decrease.....	D 12,597,987	D 8,396,212	D 5,293,895	2,743,041	D 2,637,302	668,550	.....	.....
Per cent increase or (D) decrease.....	D 7.69	D 5.55	D 3.71	1.99	D 1.88	0.49	.....	.....

¹ Not including data for ferries plying to the smaller islands in the harbor and to the Rockaway peninsula, data for which are not available, and from Staten Island to New Jersey. The total omitted traffic is relatively inconsiderable.

² May have been in operation before 1915, but no data are available.

³ Fiscal year 1916 compared with calendar year 1907.

The year 1916 proved to be an unusually favorable one for New York City's ferry traffic, just as for the street railways the traffic was somewhat better than the average since 1910. The traffic between Manhattan and Richmond—which alone has not as a rival that of the bridges and transfluvial tunnels—increased (8.91 per cent) more rapidly than in any previous year at least as far back as 1908. Of course this extraordinary increase is to some extent due to the adoption in September, 1914, of free transfers to the lines of the New York Railways, much of the effect on traffic of this innovation, namely, that due to change of residence, being somewhat long delayed.

The lines between Manhattan and New Jersey also show a healthy increase (2.35 per cent) in 1916, which is only the second time since at least as far back as 1908 that they have not shown a net loss of passenger traffic. The per cent given is to be compared with 7.34 per cent for the competing Hudson & Manhattan tunnels. The West Shore ferries and those running from the foot of West 130th (Riverside and Ft. Lee) and Dyckman streets—with which the Hudson tunnels do not compete to any extent—show a marked growth of traffic, the rate for the West Shore being 8 per cent, and for the West 130th street, 12 per cent. The Jersey Central ferries, which are also but little affected by the Hudson tunnels, show a good rate of increase (6 per cent), a little larger than that for the street railways of the city, while those of the Erie, although in full competition with the Hudson & Manhattan tunnels, show a fair rate of increase (2.3 per cent). The Lackawanna ferry traffic remained practically stationary, while the Pennsylvania was the only group of trans-Hudson ferries showing a serious loss of passenger traffic (9 per cent), this traffic being cut into both by the Hudson & Manhattan and by the Pennsylvania tunnels.

With one exception, the ferry companies operating from Manhattan to Brooklyn or Queens report decreases—in nearly every instance notable—in contrast to the increase of 2.26 per cent shown for the combined bridge-local traffic of the East river bridges. The one exception, the Union Ferry Company, which

shows a small increase, operates the ferries plying to Fulton street and Atlantic and Hamilton avenues, Brooklyn. The great decrease (28 per cent) in travel by the Municipal 39th street ferry is due to the opening of the new subway, which reaches the section of the city served by the ferry. The traffic of the several other ferries to Brooklyn, entered in the table under "New York and Brooklyn Ferries"¹ and "Nassau"¹, shows a great falling off during the year although not directly affected by any new competing routes of travel. The traffic on the Long Island Railroad ferry, which touches Manhattan at the foot of East 34th street, continues to decline rapidly, as it has done during the entire preceding quinquennium, as a result of the new facilities offered by the Long Island Railroad and Queensboro tunnels under the East river, and the Queensboro bridge.

Retrospect of New York harbor ferry traffic.—The earliest figures available for ferry traffic in the United States are those of the federal census covering the calendar year 1889. That census, unfortunately, did not give figures for New York harbor traffic alone, but for the so-called "New York district", which included the states of New York and Connecticut and the Atlantic coast of New Jersey to Cape May. It is known otherwise, however, that practically all the ferry passengers carried in this district were carried by boats plying in New York harbor. The number reported was 124,000,000 or 68 per cent of the total of 182,000,000 returned for the United States.

According to the federal census of Water Transportation of 1906—the first to follow that of 1889—the ferries plying in the waters of New York harbor carried in that calendar year 209,000,000 passengers, or nearly two-thirds of the total ferry passenger traffic of the United States. Taking 124,000,000 as the number carried in 1889—although the actual number was slightly under this figure—the 17-year increase of 85,000,000

¹The "New York & Brooklyn" or "Brooklyn & Manhattan" ferries include the following: Roosevelt street and East 23d street, Manhattan, to Broadway, Brooklyn; and East 23d street, Manhattan, to Greenpoint, Brooklyn. This company also formerly operated the following subsequently abandoned lines: Grand street and East 42d street, Manhattan, to Broadway, Brooklyn; Grand street, Manhattan, to Grand street, Brooklyn, and 10th street, Manhattan, to Greenpoint, Brooklyn. The Nassau line plies from East Houston street, Manhattan, to Grand street, Brooklyn.

was at the rate of 69 per cent. This compares with an increase in the street-railway traffic of the city during approximately the same period (fiscal years 1890 to 1907) from 569,000,000 to 1,315,000,000, or 131 per cent. According to the Census of 1906, 90 per cent of all passengers carried on boats plying along the coasts or in the inland waters of the United States were carried on the ferries. That is, the New York harbor ferries in that year carried about 60 per cent of all passengers travelling by water, exclusive of over-seas transit.

In the year 1906 none of the transfluvial tunnels was in operation, and only two bridges over the East river, the Williamsburg bridge having been first opened for the passage of cars in 1904. One might conclude that the high-water mark of the New York City ferry traffic (exclusive of the relatively insignificant traffic described in footnote 1 to Table 4) came in the calendar year 1903 or 1904, but the indications are that the increase in the traffic of ferries not affected by the opening of this bridge counterbalanced within a very few years the enormous loss suffered by the Brooklyn Ferry Company, then operating the numerous lines from Broadway and Grand street, Brooklyn, almost directly under the Williamsburg bridge. Unfortunately full figures for ferry traffic are not available for 1903 and 1904. It is necessary to make estimates for some lines. With these estimates, the *outside* number of ferry passengers in the calendar year 1903 was in the neighborhood of 209,000,000, and in 1904, 213,000,000.¹ As already indicated, the federal-census figure for 1906 is 209,000,000, which includes a comparatively insignificant amount of ferry traffic in addition to that on New York Bay and the Hudson and East rivers represented alone in Table 4 and alone under consideration at present. Actual returns for 1907 for

¹ 1903 figure is made up of 143,000,000, and 1904 figure of 147,000,000, actual returns, plus the following estimates for ferries for which no returns are available for those years: 39th street (Brooklyn), 2,000,000; Nassau (East Houston street), 800,000; New York & East River (or Astoria), 6,000,000; College Point, 800,000; Manhattan-Staten Island, 8,700,000 in 1903 and 9,100,000 in 1904; Brooklyn Ferry Company, 48,000,000. In the case of the first four estimates, no attempt is made to use the later rate of growth as a basis because of irregularities in figures for later years — mostly marked decreases due to opening of bridges or tunnels. For the Staten Island ferry the basis is the traffic for 1906 (9,829,000) and the average annual per cent increase from 1906 to 1911 (4.1). The earliest figure available for the Brooklyn Ferry Company is that for 1906, 16,000,000. The estimate of 48,000,000 for 1903 and 1904 is entirely arbitrary, but justified by the magnitude of this company's operations in those years.

these three main portions of the harbor make the number of passengers nearly 215,000,000, which in all probability is the high-water mark for ferry traffic in New York harbor.

The following are the dates of the opening of transfluvial transit facilities other than ferries which would in a greater or less degree supplant the latter — for New York City — somewhat obsolete means of transit.

Brooklyn bridge, operation of bridge-local cars began Sep. 24, 1883; of through surface cars, Jan. 23, 1898; of through elevated trains, Jan. 27, 1908.

Williamsburg bridge, operation of bridge-local cars began Nov. 3, 1904; of through Brooklyn surface cars, Nov. 3, 1904; of through Manhattan surface cars, Feb. 9, 1905; of elevated trains, Sep. 16, 1908.

Interborough tunnels to Brooklyn, operation of trains began Jan. 9, 1908.

Christopher street tunnels of the Hudson & Manhattan, operation of trains began Feb. 26, 1908.

Queensboro bridge, temporary operation of buses began June 12, 1909; of Queens surface cars, Oct. 4, and of bridge-local cars, Nov. 21.

Cortlandt street tunnels of the Hudson & Manhattan, operation of trains began July 19, 1909.

Pennsylvania tunnels under the East river, operation of trains began Sep. 8, 1910; and under the Hudson river, Nov. 27.

Manhattan bridge, operation of bridge-local cars began Sep. 4, 1912; of through cars with transfer privileges to Manhattan and Brooklyn surface roads, Nov. 13, 1912; of Fourth Avenue (Brooklyn) subway trains over bridge, June 22, 1915.

Queensboro subway, operation of trains began June 22, 1915.

As compared with the high-water mark of New York City ferry traffic of 215,000,000 shown for the calendar year 1907, the figure for the fiscal year 1916 was only 138,000,000. During the 8½-year period, the aggregate traffic had thus declined 36 per cent. That between Manhattan and Queens shows the greatest loss, 81 per cent, although if figures were available for

Brooklyn prior to the opening of the Williamsburg bridge, the ferries plying to the latter borough would probably show the greatest relative falling off, their rate of decrease since 1907 being 68 per cent. The ferries plying between Manhattan and New Jersey show a decrease of only 19 per cent, while that between Manhattan and Richmond alone shows an increase, and a considerable one, 43 per cent. As already stated, this is the only one of the groups of ferries mentioned whose traffic has not been in competition with transfluvial means of transit other than ferries.

The changes since 1907 in the traffic of the various smaller groups of ferries can be seen in the last column of Table 4. Notwithstanding the competition of the Hudson & Manhattan tunnels, the Erie ferries were much better supported in 1916 than nine years previously, while those of the Jersey Central just held their own. The traffic on the Pennsylvania ferries is hardly more than a shadow of its earlier proportions, as is also that of the Long Island Railroad ferries, which are controlled by the Pennsylvania Railroad.

Data for the effect on ferry traffic of the opening of the Brooklyn bridge in 1883 are not available. The following are the most important immediate effects — of course not entirely due to the causes named — of the opening of the various other bridges and transfluvial tunnels.

Opening of Williamsburg bridge in 1904: Discontinuance in 1908¹ of the following ferries: Grand street, Manhattan, to Broadway and to Grand street, Brooklyn; Roosevelt street, 23d street and 42d street, Manhattan, to Broadway, Brooklyn. But operation of the ferries from Roosevelt and 23d streets was resumed in 1911. Discontinuance in 1914 of ferry from 10th street, Manhattan, to Greenpoint.

Opening of Interborough tunnels to Brooklyn in 1908: A decrease of the passenger traffic of the Union Ferry Company, operating ferries to Fulton, Montague and Main streets and

¹ This and subsequent dates of abandonment of ferries are on the basis of the list of ferries in operation as given in the annual Trow's city directory, in large part supplemented and in some items corrected by the records of the city's Department of Docks and data given in the Brooklyn Eagle Almanac. In this discussion (up to italic caption "Municipal ferries"), the calendar year is referred to in general. Where the sources give data for the fiscal year, that year is used without always indicating it.

Atlantic and Hamilton avenues, Brooklyn, of 35 per cent in 1908 and 26 per cent in 1909. Abandonment of ferry to Montague street in 1912. A decrease in 1908 of 30 per cent in traffic on the ferry to 39th street, Brooklyn, and of 19 per cent on the "New York and Brooklyn Ferries."¹ In 1909 the latter group of ferries suffered a further decrease of 43 per cent, which, however, was chiefly due to the discontinuance of the lines mentioned in the preceding paragraph as discontinued in 1908.

Opening of Christopher street tunnels in 1908 and of those of Cortlandt street in the following year: Decrease from 1907 to 1910 of 14 per cent in passenger traffic of Lackawanna ferries, of 40 per cent for Pennsylvania ferries, of 5 per cent for Erie ferries and of 6 per cent for Jersey Central ferries.

Opening of Queensboro bridge in 1909 and of Pennsylvania tunnels under the East river in 1910: Decrease from 1908 to 1911 of 63 per cent in passenger traffic of Long Island Railroad ferries and of 35 per cent on ferry from 92d street, Manhattan, to Astoria ("N. Y. & East River").

Opening of Pennsylvania tunnels under Hudson river in 1910: Decrease from 1909 to 1911 of 46 per cent in passenger traffic of Pennsylvania ferries (also partly due to the Hudson & Manhattan tunnels, as shown above) followed by a further decrease of 58 per cent from 1911 to 1916. Ferry from West 23d street and that from Brooklyn to Jersey City discontinued in 1910.

Opening of Manhattan bridge in 1912: Decrease from 1911 to 1914 of 44 per cent in passenger traffic on lines of Union Ferry (see above), and of 11 per cent on those of the "New York & Brooklyn Ferries." Abandonment of the Catharine-Main line of the former company in 1912.

Opening of Queensboro subway near the close of the fiscal year 1915: Decrease in fiscal year 1916 of 36 per cent in passenger traffic of Long Island Railroad ferries.

Besides the Pennsylvania's 23d street line already mentioned, one other trans-Hudson ferry, the 14th street-Hoboken, has been discontinued (1904). The loss of these two lines has been in

¹ Also known as Brooklyn Ferry Company. For lines, see footnote, page 33.

part counterbalanced by the inauguration of two new ferries, the West New York, from 42d street, and the Englewood, from Dyckman street (1915). In addition several Hudson River ferries have changed their termini.

The loss in 1910 of the Pennsylvania's "bay" ferry from Brooklyn to Jersey City was in part made up by the beginning of operation of a ferry from Bay Ridge, Brooklyn, to St. George, borough of Richmond, in 1911, but running only during the summer months. This ferry also in part took the place of a ferry formerly operating from Stapleton, Richmond, to Bath Beach, Brooklyn, and discontinued in 1910. Still another "bay" ferry discontinued in recent years was the municipal ferry from Whitehall street to Stapleton, which was operated only from 1909 to 1913 and failed to pay expenses.

The lines discontinued on the East river, in addition to those already mentioned, are: 7th street, Manhattan, to Long Island City (1887); James slip to Long Island City (1907); and Pine street to Long Island City (1908). This makes the total number of ferries formerly plying from Manhattan to Brooklyn or Queens that have been discontinued, nine, while the rate of fare on others has been raised in order to make the running of the ferries a paying proposition. Some of the ferries now depend almost entirely on their revenues from vehicular traffic to meet their operating expenses. To offset partially this enormous falling off in ferry traffic between Manhattan and Long Island, however, four new East River ferries have been established and are still in operation: from East 134th street to College Point, and from the same street, and from East 99th street — in summer only — to North Beach, and from Clason Point, The Bronx, to College Point.

Municipal ferries.—The arrangement for a joint rate between the municipal ferry to the borough of Richmond and the New York Railways, by which passengers may ride on both for a five-cent fare, as well as the direct interest of the city as operator of the former through its Dock Department, are reasons for including the details presented in Tables 5 and 6.

Table 5. Passengers carried on municipal ferries, by months, 1915 and 1916

MONTH	SOUTH BROOKLYN		STATEN ISLAND	
	1915	1916	1915	1916
January.....	100,479	84,585	918,132	999,616
February.....	108,111	68,907	847,243	887,761
March.....	139,623	75,581	980,628	1,008,799
April.....	146,061	87,293	1,051,218	1,179,115
May.....	159,258	108,796	1,223,194	1,372,120
June.....	170,971	118,801	1,429,563	1,470,870
Last half of fiscal year.....	833,503	543,963	6,449,978	6,918,281
Per cent increase.....	D 7.74	D 34.74	5.64	7.26
Total, fiscal year.....	1,892,410	1,358,607	14,107,856	15,364,339
Per cent increase.....	D 2.77	D 28.21	4.64	8.91
July.....	185,114	153,774	1,923,121	2,065,901
August.....	172,621	151,527	1,717,980	1,774,466
September.....	154,521	120,045	1,415,845	1,437,067
October.....	111,111	97,431	1,276,057	1,257,112
November.....	99,041	95,443	1,070,034	1,107,297
December.....	92,236	82,685	1,042,971	1,136,320
Last half of calendar year.....	814,644	700,905	8,446,058	8,778,163
Per cent increase.....	D 23.07	D 13.96	10.29	3.93
Total, calendar year.....	1,648,147	1,244,863	14,896,036	15,636,414
Per cent increase.....	D 16.01	D 24.47	8.23	5.37

The large per cent decrease (16.01) shown for the South Brooklyn ferry for the calendar year 1915, due for the most part to the opening of the Fourth Avenue subway on June 22 of that year, became much larger in 1916 (24.47). Every month shows a very large decline in traffic as compared with the corresponding month of the previous year except November and December, the rates of decrease for which months are comparatively small, indicating that the effect of the opening of the new subway had about spent itself.

The Staten Island ferry shows an increase for every month of the calendar year excepting October. The rate for the first half of the year (7.26 per cent) was much greater than for the second half (3.93 per cent), thus bringing it about that while the per cent increase for the fiscal year 1916 was nearly twice that for 1915, that for the calendar year 1916 was not much more than one-half that for 1915. The falling off in the rate of increase for the second half of the year is in large part due to the exhaustion of the effect of the new transfer privilege to the lines of the

New York Railways, first effective September 15, 1914. The reported number of transfer or joint-rate passengers, compared with the corresponding months of the previous year, increased 27.85 per cent during the last quarter of the calendar year 1915, and 15.9 per cent during the first half of 1916, while they show the surprising *decrease* of 6.61 per cent for the second half of the latter year. During the last quarter of 1915, the absolute increase in joint-rate traffic was 58 per cent of the total increase in this ferry's passenger traffic; during the first half of 1916, the corresponding per cent was 56, while in the second half the total traffic increased absolutely 332,105 fares, while the joint-rate decreased 167,410, making the apparent increase in full 5-cent fares 499,515, or 8.45 per cent for the second half of the calendar year 1916, which rate is approximately that for total traffic for the first half of the calendar year 1916, as well as for the entire calendar year 1915.

As seen from Table 6, the per cent increase in the number of transfers (2.31) from ferry to railway and vice versa, from 1915 to 1916 (calendar year) was much less than one-half that in total Staten Island-Manhattan passenger ferry traffic (5.37), indicating—as already noted—that the bulk of the latter increase lay among the patrons of the ferry not availing themselves of the transfer privilege. During the last quarter of 1914, the first considerable period of operation of the transfer privilege, 23.32 per cent of all passengers carried by the ferry availed themselves of the privilege. The corresponding per cent for the calendar year 1915 was 28.12; for 1916, 27.30, and for the last quarter of the latter year, only 22.56. It is noteworthy that the ratio last given is smaller than the corresponding one for the last quarter of 1914. The transfer privilege seems to be a special boon to the summer-outing public, an important element among the Staten Island ferry's patrons. In July and August, 1915, 32.13 per cent of all ferry passengers availed themselves of that privilege, which per cent had increased to 33.83 in 1916. It is evident from these figures that there was in the latter half of 1916 a marked decline in the use of the transfer privilege on the part of the residents of Staten Island.

Table 6. Transfers between Staten Island Municipal Ferry and the New York Railways, by months, 1916

1916	Transfers from ferry to railway	Transfers from railway to ferry	Total transfers (or joint-rate passengers)	Net amount due N. Y. Railways from City of New York ¹
January.....	141,384	132,353	273,737	\$1,594 46
February.....	123,173	115,894	239,067	1,377 31
March.....	139,124	129,617	268,741	1,581 38
April.....	158,184	148,649	306,833	1,772 54
May.....	196,986	189,563	386,549	2,118 52
June.....	224,477	219,294	443,771	2,348 43
Last half of fiscal year.....	983,328	935,360	1,918,688	\$10,792 64
Per cent increase.....	—	—	15.9	7.26
Total, fiscal year.....	2,279,970	2,172,789	4,452,759	\$24,943 32
July.....	356,507	356,129	712,636	\$3,572 63
August.....	292,517	293,901	586,418	2,897 49
September.....	151,989	125,696	277,685	2,045 75
October.....	144,656	122,625	267,281	1,887 18
November.....	141,456	123,178	264,634	1,780 12
December.....	126,141	121,866	258,007	1,646 91
Last half of calendar year.....	1,223,266	1,143,395	2,366,661	\$13,830 08
Per cent increase.....	—	—	D 6.61	D 2.27
Total, calendar year.....	2,206,594	2,078,755	4,285,349	\$24,622 72
Per cent increase, 1916 over 1915.....	2.17	2.47	2.31	1.67

The direct outlay to the city on account of the new arrangement, i. e., the net amount due the New York Railways, \$24,623 for the calendar year 1916, was inappreciably more (1.67 per cent) than for the year preceding, while for the latter half of the year, it actually declined (2.27 per cent).

Results show that the granting of the new transfer privilege has as yet failed to pay for itself to any extent through increased ferry revenue. The question arises then as to its cost to the city treasury. As a matter of fact the considerably increased traffic that is probably due at least in large part to the transfer privilege (average annual increase in passengers carried, 1908–1913, 3.25 per cent; 1914–1916, 6.32 per cent) has occasioned no addition to operating and maintenance expenses, these expenses since the transfers have been given happening to be smaller than in the immediately preceding years. In order to arrive at an approximate answer to the question propounded, it will be assumed that if it had not been for the transfer privilege, the passenger traffic

¹ Under the terms of the contract the New York Railways receives 3 cents from the city for each transfer collected on the railway cars, and pays the city 2 cents for each transfer collected on the ferry.

would have increased at the average rate shown for the five fiscal years (1908–1913) immediately preceding the inauguration of the new privilege, namely, 3.25 per cent per annum. Based on the numbers of passengers at 5 cents and at 2 cents, the *actual* revenue for the *calendar* years has been as follows: 1913 (no 2-cent fares), \$671,933.30; 1914 (2-cent fares during last 3½ months), \$662,725.22; 1915, \$619,149.53; 1916, \$656,261.73; total, 1914–1916, \$1,938,136.48. The revenue on the supposition of a 3.25 per cent increase each year would have been for 1914, \$693,771.13; 1915, \$716,318.69; 1916, \$739,599.04. The total for 1914–1916 is \$2,149,688.86, as compared with the actual passenger revenue of \$1,938,136.48, showing a deficit of \$211,552.38, or approximately, \$70,000 a year, which sum may be presumed to be the cost to the city treasury of the new transfer arrangement, and regarded as the refund made to the inhabitants of the borough of Richmond for bearing their portion of the city's financial burden (about \$8,500,000 interest annually on securities authorized up to June 30, 1916) occasioned by the construction of new rapid-transit lines in the benefits of which this borough has up to the present had no share. On the basis of the assessed value of real property in 1916, the share of the borough of Richmond for that year in the interest accruing on the city's investment in such lines was about 1 per cent, or \$85,000, i. e., \$15,000 in excess of the practical refund allowed them in the way of the new transfer privilege. On the other hand, it should be said that the interest on these securities is expected ultimately to be met out of the profits accruing from the operation of the subways, without resort to the tax levy.

As to the effect on the New York Railways in carrying these 9,322,000 passengers at 3 cents, the arrangement is doubtless profitable. While a considerable proportion of these patrons would have otherwise paid a 5-cent fare, a very much larger proportion would have either walked or taken a rapid-transit line. Doubtless the bulk of this 3-cent traffic is short-haul, and thus highly remunerative to the company. According to the agreement with the city the transfers from the ferry are accepted on either the Sixth or Eighth Avenue or the Broadway & Columbus Avenue lines, which are at present the only lines of the New

York Railways running to South Ferry. Because of the relatively infrequent service on the two former lines and their less central location, the bulk of the joint-rate passengers take the Broadway & Columbus line as is shown in the following table. The three lines already in the fiscal year 1914 carried a considerable number of 3-cent passengers, as the Staten Island transfers are regarded. As shown in the table, five-sixths of the increase in this class of passengers for 1915 was contributed by the new joint-rate arrangement. But while the Broadway line increased its total 3-cent fares by 164.31 per cent, the other two lines show increases of less than 30 per cent. In 1916 the rate for the Broadway line was considerably more than twice as great as for the other lines. In this later year, the ferry transfers made up almost the entire increase in 3-cent fares of the three lines.

It is evident from the table that the new arrangement has not placed any additional expense — at least anything worthy of consideration — on the New York Railways Company. There is scarcely any change in the total car miles of the three lines combined. A somewhat greater number of cars of the Sixth and Eighth Avenue lines have probably continued their trips to South Ferry subsequently to the adoption of the transfer privilege, but this addition is just about counterbalanced by the decrease in car service on the Broadway line, which takes the bulk of the ferry traffic. Outside of the latter traffic, a considerable decrease is shown from 1914 to 1916 in passengers carried on the Broadway and the Eighth Avenue lines.

Table 7. New York Railways traffic as affected by the Staten Island ferry transfer arrangement, fiscal years 1915 and 1916

	Increase			Per cent increase	
	1914	1915	1916	1915	1916
2-cent passengers (incl. Staten Island joint-rate):					
Broadway & Columbus Avenue.....	1,042,162	2,754,537	3,953,801	1,712,375	1,199,284
Sixth Avenue.....	2,026,989	2,591,640	3,051,389	564,651	459,749
Eighth Avenue.....	2,628,031	3,411,985	4,027,874	783,954	615,889
Total.....	5,697,182	8,758,162	11,033,064	3,060,980	2,274,902
Staten Island joint-rate included.....	.....	2,502,584	4,452,759	2,502,584	1,950,175
All other fare passengers:					
Broadway & Columbus Avenue.....	33,286,846	30,848,650	30,319,479	D 2,433,196	D 599,171
Sixth Avenue.....	21,484,367	20,986,402	22,276,825	D 497,965	1,290,423
Eighth Avenue.....	28,952,428	28,270,787	28,276,272	D 681,641	5,485
Total.....	83,723,641	80,105,839	80,872,576	D 3,617,802	766,737
Car miles:					
Broadway & Columbus Avenue.....	3,945,239	3,962,613	3,846,783	17,374	D 115,825
Sixth Avenue.....	2,721,177	2,753,195	2,888,122	32,018	134,927
Eighth Avenue.....	4,073,693	4,212,500	4,157,619	138,807	D 54,881
Total.....	10,740,109	10,928,308	10,892,529	188,199	D 85,779
Per cent that Staten Island joint-rate constitute of total fare passengers of the three lines.....					
	.....	2.82	4.84	2.82	2.02

III. PHYSICAL STATISTICS OF STREET RAILWAYS

Statistical Epitome and Comparison, 1915 and 1916¹

ITEM	1915	1916	Increase
Miles of first track.....	822	827	5
On streets or public ways.....	733	739	6
On private right of way.....	89	88	D 1
Miles of running track.....	1,599	1,643	44
Miles of all tracks.....	² 1,730	1,776	46
Capacity of boilers in power plants (h. p.).....	³ 203,325	³ 198,825	D 4,500
Capacity of reciprocating engines (h. p.).....	274,775	260,775	D 14,000
Capacity of turbo-units, A. C. (kw.).....	220,000	242,500	22,500
Capacity of all A. C. generators (kw.).....	373,200	388,200	15,000
Capacity of D. C. generators (kw.).....	28,480	22,560	D 5,920
Capacity of rotary converters in sub-stations (kw.).....	⁴ 389,612	409,612	20,000
Kw. hrs. generated during year:			
A. C.....	1,041,819,428	1,122,790,774	80,971,346
D. C.....	30,355,036	30,635,096	280,060
Kw. hrs. purchased:			
From street railways....	<div> <div>A. C.....</div> <div>D. C.....</div> </div>	<div> <div>197,606,309</div> <div>52,599,693</div> </div>	<div>115,073,498</div> <div>D 13,648,024</div>
From other companies...	<div> <div>A. C.....</div> <div>D. C.....</div> </div>	<div> <div>⁵ 128,697,578</div> <div>⁶ 6,772,072</div> </div>	<div>2,084,214</div> <div>D 1,447,245</div>
Passenger cars held by operating companies....	11,885	12,418	533
Total seating capacity of passenger cars.....	542,664	570,468	27,794
Closed cars.....	298,553	329,805	31,252
Open cars.....	181,781	128,267	D 3,514
Convertible cars.....	112,330	112,396	66
Freight, mail, express and baggage cars.....	239	263	24
Company-service cars.....	⁷ 804	807	3

The 1916 returns for the street-railway companies of the city as a whole show moderate increases of equipment and capacity as compared with 1915. If, or so far as, the changes in the situation can be characterized in a single sentence, it appears that there is a tendency to concentration of power production, presumably in the larger plants. Both the increase in miles of track in use and that in passenger cars reflect increases in rapid-transit facilities.

Road and Track Mileage

Table 8 shows an increase in rapid-transit trackage of 49.6 miles. This is greater than the total increase in trackage. There was, therefore, an actual decrease in that of the surface lines.

¹ The power-plant statistics do not include figures for the equipment of the Richmond Light & Railroad. For the latter see Vol. III of this Report.

² Derived by deducting actual increase of new track from total miles of all track, as reported in 1916.

³ Where square feet of heating surface is reported instead of horse power, the former is reduced to the latter on the basis of the ratio of the corresponding horse power returned in 1913.

⁴ Corrected figure.

⁵ From lighting companies, except 3,678,109 kw. hrs. purchased from steam roads.

⁶ From steam roads, except 2,220,084 kw. hrs. purchased from lighting companies.

⁷ Includes 3 cars overlooked by reporting companies in their returns for 1915.

The change in rapid-transit trackage is of course practically all due to the Dual System.

The increase in total trackage is the largest in the last nine years, while the increase in length of road is the lowest with the exception of that for 1914, which was substantially identical with the figures for 1916. This indicates that the increase contains considerable additional or third track, and is therefore on lines planned for heavy traffic, and especially rapid-transit lines. The average increase in length of road for the last nine years has been 10 miles, while that for 1916 is only 5 miles. The average increase in length of track during this period, however, has been 27 miles, while that for 1916 is 46 miles.

The decrease in surface track is chiefly due to the abandonment of the portion of the Liberty avenue track west of Rockaway road by the Long Island Electric and its use, under trackage rights, of the track of the New York & Long Island Traction from the junction of the streets named to the Brooklyn borough line.

Table 8. Road and track mileage of street railways, together with increase (new construction), 1916

GROUPS OF ROADS	Length of line	New road	Miles of all track	New track
Interborough Rapid Transit.....	65.000	0.140	217.790	11.940
Subway.....	27.330	0.140	88.150	0.280
Manhattan elevated.....	37.670	.....	129.640	11.660
Hudson & Manhattan.....	7.869	.....	18.768	.....
Brooklyn Rapid Transit.....	309.246	7.023	724.904	33.041
Rapid-transit division ¹	74.568	6.820	221.509	37.635
Surface division.....	234.678	0.203	503.395	0.406
Manhattan surface.....	148.226	D 0.637	306.093	D 1.099
Bronx surface.....	119.569	0.844	219.710	1.526
Queens surface (excl. B. R. T.).....	133.705	D 2.623	208.806	D 4.201
Richmond.....	36.930	0.020	65.890	0.110
Miscellaneous Brooklyn.....	6.723	.....	13.652	0.020
Total.....	827.268	4.767	1,775.613	46.337

Totals by years ²

1908.....	739	14	1,541	30
1909.....	749	10	1,561	20
1910.....	767	11	1,596	20
1911.....	795	19	1,647	41
1912.....	802	8	1,666	19
1913.....	807	7	1,685	14
1914.....	812	5	1,706	14
1915.....	822	10	1,730	32
1916.....	827	5	1,776	46

¹ Represents the trackage of the New York Consolidated and South Brooklyn.
² Differences between the lengths of line or of all track for different years may be due to remeasurement and need not be equal to the corresponding amounts of new road or track.

Table 9 gives the distribution of track by boroughs. The stub separates rapid-transit from surface lines. The lower part of the table shows the mileage as compiled for each year from 1909 on, likewise classified by boroughs. The changes shown, however, may be due to corrections in the returns and therefore can be taken to show true increases only in general and approximately. For the entire period since 1909, Brooklyn shows the greatest increase, with Queens, The Bronx, Manhattan, and Richmond following in the order given.

Table 9. Location of track mileage by boroughs, 1916

GROUPS OF ROADS	Manhattan	The Bronx	Brooklyn	Queens	Richmond	Outside the city	Total
Interborough Rapid Transit.....	170.350	40.670	5.010	1.760	.....	.....	217.790
Subway.....	61.650	19.730	5.010	1.760	.....	.....	88.150
Manhattan elevated.....	108.700	20.940	.....	.....	.....	.....	129.640
Hudson & Manhattan..	7.091	.....	.....	.....	.....	11.677	18.768
Brooklyn Rapid Transit	12.465	.....	636.868	75.571	.....	.....	724.904
Rapid-transit division ¹	9.025	.....	201.043	11.441	.....	.....	221.509
Surface division...	3.440	.....	435.825	64.130	.....	.....	503.395
Manhattan surface....	302.985	.....	2.867	0.241	.....	.....	306.093
Bronx surface.....	7.103	167.914	.....	.....	.....	44.693	219.710
Queens surface (excl. B. R. T.).....	1.038	.....	0.360	152.618	.....	54.790	208.806
Richmond.....	.....	.....	.....	.....	65.890	.....	65.890
Miscellaneous Brooklyn	1.536	.....	12.116	.....	.....	.....	13.652
Total.....	502.568	208.584	657.221	230.190	65.890	111.160	1,775.613

Totals by years

1909.....	484.900	172.290	590.080	179.320	64.630	69.880	1,561.100
1910.....	492.574	176.754	597.745	193.870	65.630	69.159	1,595.732
1911.....	490.271	177.314	601.611	209.810	65.630	102.110	1,646.746
1912.....	482.495	189.744	603.857	206.516	68.240	115.445	1,666.297
1913.....	483.292	192.892	609.346	216.545	65.980	116.595	1,684.650
1914.....	486.982	210.059	608.272	223.538	65.980	110.789	1,705.620
1915.....	493.816	204.378	630.022	225.519	65.780	110.764	1,730.279
1916.....	502.568	208.584	657.221	230.190	65.890	111.160	1,775.613

In Table 10, trackage is classified according to mode of operation. The second part extends this classification by years. Overhead contact is the most common. Third rail shows the greatest increase — 114 miles in seven years, as compared with only 105 miles for overhead-contact. Storage-battery trackage has

¹ Represents trackage of the New York Consolidated and the South Brooklyn.

increased to almost the same amount as horse traction has decreased. Under-ground contact — almost exclusively the mode of surface operation in Manhattan — has remained practically stationary.

Table 10. Track mileage classified according to mode of operation, 1916

GROUP OF ROADS	WITHOUT ELECTRIC-LINE CONSTRUCTION			WITH ELECTRIC-LINE CONSTRUCTION			Total
	Storage-battery	Horse ¹	Other ¹	Over-head contact	Under-ground contact	Third-rail	
Interborough Rapid Transit.....						217.790	217.790
Subway.....						88.150	88.150
Manhattan elevated..						129.640	129.640
Hudson & Manhattan..						18.768	18.768
Brooklyn Rapid Transit.				545.108		179.796	724.904
Rapid-transit division.				41.713		179.796	221.509
Surface division.....				503.395			503.395
Manhattan surface....	50.198	9.710	4.277		241.908		306.093
Bronx surface.....	3.290			216.420			219.710
Queens surface (excl. B. R. T.).....				208.806			208.806
Richmond.....				65.890			65.890
Miscellaneous Brooklyn	2.148			11.504			13.652
Total.....	55.636	9.710	4.277	1,047.728	241.908	416.354	1,775.613

Totals by years

1909.....		78.992		942.258	237.440	302.410	1,561.100
1910.....		81.326		966.050	239.703	308.653	1,595.732
1911.....	9.039	63.632		1,017.730	239.886	316.459	1,646.746
1912.....	17.407	46.987		1,042.741	241.317	317.845	1,666.297
1913.....	36.252	30.498		1,062.952	237.123	317.825	1,684.650
1914.....	50.091	11.164	4.945	1,080.572	238.210	320.638	1,705.020
1915.....	54.895	9.663	4.835	1,079.291	241.500	340.095	1,730.279
1916.....	55.636	9.710	4.277	1,047.728	241.908	416.354	1,775.613

Power

Statistics relating to electric equipment are contained in general Table III, and to power generated and purchased, in Table IV.

¹ Prior to 1914 no attempt was made to distinguish between track actually operated over by horse cars and unused track, though in the earlier years of the period shown a considerable number of miles of "horse" track, most of which has since been removed, was either entirely disused or only occasionally driven over to carry the franchise. Also certain miscellaneous trackage indicated in footnotes is classed here. The 1909 figure is open to suspicion by reason of the probable omission from the data of certain unused track.

² Includes 0.042 miles of track jointly operated by horse and storage-battery. There is a similar overlapping of storage-battery and horse-operation on conduit-construction. In such cases the track is assigned to the higher grade.

³ Consists of 2.752 miles of track not operated, 0.315 miles for which motive power is not reported and 1.210 miles of track in car barns used by underground-contact cars, but without conductor rails.

⁴ Includes 2.992 miles of track having no overhead construction.

⁵ Includes 1.100 miles of monorail electric, which was an experimental mode of operation, later discarded and in the fiscal year 1915 replaced by storage-battery.

In previous reports the latter table carried the roman number X. Text Table 11, which follows, contains the details of power purchased, and is, in the main, supplementary to general Table IV. Average prices as well as quantities exchanged are shown. Insofar as power is purchased from an electric railway which does not generate power, such sales duplicate or triplicate items of power already included in these tables. Power generated plus power purchased, therefore, does not constitute a measure of power used in street-railway operations. Power generated by operating street railways plus power purchased from companies other than street railways constitute approximately the total power consumed in street railway operations. Power generated by operating street railways is shown in general Table IV and power purchased from companies other than street railways is shown in text Table 11.

The New York Railways closed its generating plant on August 14, 1915. Since then it has received its power from the two plants of the Interborough Rapid Transit Company, with the exception of 132,510 kw. hours direct current consumed in the Grand street carhouse, which was received from the Third Avenue Railway Company. For a discussion of the concentration of power production into a few large generating stations, the reader is referred to pages 42ff of volume II of the Commission's Annual Report for 1915.

Long Island Electric, of Long Island Rail- road	.....	3,66,852	1 50	57,215 36	.....	.....	.....	260,000	3 50	7,800 00
New York & Long Island	.....	.....	.....	.....	1,041,940	3 50	26,038 50	.....	.....	.....
Inland Rail- road	.....	.....	.....	.....	.....	.....	.....	894,400	1 75	15,600 75
Inland Light	.....	.....	.....	.....	.....	.....	.....	2,530 27	2 25	56,691 87
Staten Island Midland, of Richmond Light & R. R.	.....	5,339,211	1 23	65,876 46	.....	.....	.....	.....	.....	.....
Southside Beach, of Richmond Light & R. R.	.....	5,718,680	1 23	70,619 90	.....	.....	.....	.....	.....	.....
Manhattan Bridge & Cent. Line:	.....	17,000	1 33	235 51	.....	.....	.....	.....	.....	.....
(Of E. & N. Elect. Illg. (Brooklyn))	.....	(17)	(17)	404 06	.....	.....	.....	.....	.....	.....
Of Brooklyn & North River	.....	.....	.....	.....	129,963	1 50	478 20	1,387,400	1 811	24,745 43
Push Terminal, of Edison Elect. Illg. (Brook- lyn)	.....	.....	.....	.....	.....	.....	.....	332,884	1 64	5,125 64
Marine, of Edison Elect. Illg. (Brooklyn)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	107,006,300	.....	.....	.....	52,599,683	.....	535,245 28	6,973,072	.....	.....

Rolling Stock

In Table 12, passenger cars are classified according to type of construction. The number of each kind in use on rapid-transit, electric-surface, and horse-car lines at the close of the year 1916 is shown in the first part, and the totals for the city at the close of each of the nine years ending with 1916, in the second part. Practically all of the very large increase for 1916 was in closed cars. If the comparison is carried back to 1912, however, the convertible and semi-convertible type show a considerably greater relative, though a less absolute, increase. For the same period open cars show a considerable absolute and relative decrease, though the number remained stationary in 1915. The predominance of the closed cars in the 1916 increase, as well as in the absolute number, is due in the main to the fact that few of any other types are used in rapid-transit service.

Table 12. Passenger cars held, classified by kind, 1916
NUMBER HELD

GROUPS OF ROADS	Closed	Convertible or semi- convertible	Open	Total	Total "all-year" cars
Underground ¹	1,854	.....	.....	1,854	1,854
Elevated ¹	2,473	417	36	2,926	2,890
Total rapid-transit.....	4,327	417	36	4,780	4,744
Conduit electric.....	1,653	553	554	2,760	2,206
Trolley.....	1,444	1,416	1,642	4,502	2,860
Storage-battery.....	163	46	.....	209	209
Total electric surface.....	3,260	2,015	2,196	7,471	5,275
Horse.....	116	.....	51	167	116
Grand total.....	7,703	2,432	2,283	12,418	10,135
<i>Totals by years</i>					
1908.....	6,727	1,569	2,758	11,054	8,296
1909.....	6,721	1,846	2,789	11,356	8,567
1910.....	7,034	1,865	2,445	11,344	8,899
1911.....	7,092	2,036	2,487	11,615	9,128
1912.....	7,227	2,040	2,418	11,685	9,267
1913.....	7,223	2,035	2,416	11,674	9,258
1914.....	7,416	2,123	2,356	11,895	9,539
1915 ⁵	7,171	2,431	2,283	11,885	9,602
1916.....	7,703	2,432	2,283	12,418	10,135

¹ All of the passenger cars of the New York Consolidated are included in the "elevated" group.

² Includes 2 parlor cars and 101 center-entrance cars.

³ Includes 177 center-entrance cars.

⁴ Center-entrance cars.

⁵ Includes data of Brooklyn & North River for the first time.

⁶ Includes 108 cars which, at the close of the year, were being converted by the Interborough for transfer from subway to elevated service.

⁷ Not including two horse cars formerly used by the South Shore on the Sayville division.

Table 13 shows passenger cars installed and withdrawn. "Installed" means not only new cars acquired but also old cars transferred from lessor to lessee or vice versa. The latter reflects a mere inter-company adjustment while the former reflects an increase in facilities. Similarly "withdrawn" refers to the scrapping of old cars and to the transfer of cars by lessor to lessee or vice versa.

Table 13. Passenger cars installed and withdrawn, and net increase, according to title, type, etc., 1916

TYPE OF CAR	TITLE		TYPE			Total
	Owned	Leased	Closed	Open	Convertible or semi-convertible	
Motor, electric-contact:						
Installed.....	219	166	375	5	5	395
Withdrawn.....	134	67	193	4	4	201
Net additions.....	85	99	182	1	1	184
Storage-battery:						
Installed.....	8	8	16	.....	.....	16
Withdrawn.....	8	8	16	.....	.....	16
Net additions.....	.....	.....	.....	.....	.....	.....
Trailers:						
Installed.....	352	.....	352	.....	.....	352
Withdrawn.....	.....	.....	.....	.....	.....	.....
Net additions.....	352	.....	352	.....	.....	352
Horse cars:						
Installed.....	.....	.....	.....	.....	.....	.....
Withdrawn.....	8	.....	2	1	.....	8
Net additions.....	D 3	.....	D 2	D 1	.....	D 3
Total:						
Installed.....	579	174	743	5	5	753
Withdrawn.....	145	75	211	5	4	220
Net additions.....	434	99	532	.....	1	533
Net additions by years						
1911.....	265	D 21	238	D 114	120	244
1912.....	D 85	155	137	D 72	5	70
1913.....	D 74	74	7	D 2	D 5	.....
1914.....	75	151	192	D 57	91	220
1915 ¹	D 206	155	D 27	D 73	49	D 51
1916.....	434	99	532	.....	1	533

Further information as to the nature of the installation or withdrawal may be obtained by reference to general Table II, Division E. There were 608 new cars installed and 61 old cars scrapped. There results an increase of 547 cars. But 14 cars in excess of the number returned were transferred to Third Avenue

¹ Does not include the installation of 40 leased cars by the Brooklyn & North River.

System companies in the Second District. As these companies are not included in the table, the 14 cars must also be excluded, leaving a net increase of 533 cars for the companies listed. Two service cars were altered into closed passenger cars and two passenger cars into service cars. The rapid-transit lines installed 601 new cars and scrapped 3 old cars, leaving for them a net increase of 598 cars. As the net increase in cars for all companies was only 533, there was a decrease of 65 cars available for use on the surface lines.

In the sense of transfer from lessor to lessee or vice versa, installations numbered 137 and withdrawals 151. The difference is due to the fact that Second District companies received 14 more cars than they returned. These figures merely reflect the difference in status as of two different dates — June 30, 1915, and June 30, 1916. Transfers cancelled by retransfer during the year are not reflected in the rolling stock tables.

The second division of Table 13 shows net additions by years and also by types since 1910. Since that year there have been increases of 1,079 closed cars, and of 261 convertible or semi-convertible cars, which, with a decrease of 318 open cars, make a net increase in total cars of 1,022. Of this number, 533, or more than one-half, constitute the increase of the year 1916.

Decrease in the number of cars reported does not necessarily mean decrease in the number of cars in use. Cars may be unusable for years before being scrapped, since retirement requires a credit to Fixed capital in the amount of their original cost and a corresponding charge to Surplus unless there is an adequate depreciation reserve to which the contracharge can be made. Any change in the size and seating capacity of cars may also offer occasion for a qualification of the significance of such data as those just discussed.

Average seating capacity by types of cars and for all cars combined is shown in Table 14. This is the vital datum in the calculation of car seat miles, which in turn constitute the concrete expression of transit service.

Table 14. Average seating capacity of cars, by companies, 1916

ROADS	Open cars	Closed cars	Other cars	All cars
Interborough Rapid Transit.....	80.0	47.0	.....	47.3
Hudson & Manhattan.....	.....	44.0	.....	44.0
Roads entirely underground or elevated.....	80.0	46.0	.....	47.1
BROOKLYN RAPID TRANSIT¹				
New York Consolidated.....	.....	62.9	57.1	60.8
Brooklyn Heights.....	59.5	29.3	42.1	43.0
Bridge Operating.....	.....	.....	36.0	36.0
Brooklyn, Queens Co. & Sub.....	60.2	26.0	39.3	47.6
Coney Island & Brooklyn.....	61.0	33.0	35.8	43.9
Nassau Electric.....	63.5	29.9	42.4	49.0
All B. R. T. roads.....	61.4	46.2	45.6	50.1
MANHATTAN SURFACE				
New York Railways.....	45.1	35.4	47.0	39.9
Second Avenue, Receiver.....	54.9	36.0	.....	42.8
Brooklyn & North River.....	.....	36.0	.....	36.0
Third Avenue.....	.....	32.1	45.1	45.2
Dry Dock, E. B'way & B., Recr.....	.....	33.0	.....	33.0
42d St., Manh. & St. N. Ave.....	.....	26.0	49.0	45.6
Belt Line.....	.....	31.1	.....	31.1
Mid-Croastown.....	.....	26.0	.....	26.0
All Manhattan surface roads.....	46.7	34.8	47.7	39.6
BRONX SURFACE¹				
N. Y. City Interborough.....	65.0	36.8	45.0	41.6
Pelham Park & City Island.....	.....	26.0	.....	26.0
Union ¹	55.2	35.9	49.9	46.6
Westchester Electric.....	55.0	36.1	45.0	44.2
All Bronx surface roads.....	55.6	35.8	49.1	45.3
QUEENS SURFACE (EXCL. B. R. T.)				
New York & Queens County.....	50.0	35.5	42.2	41.4
Long Island Electric.....	53.6	32.7	36.0	44.8
New York & Long Island.....	.....	45.8	42.9	43.8
Ocean Electric.....	48.3	50.0	29.0	49.4
New York & North Shore.....	.....	.....	46.7	46.7
Manhattan & Queens.....	.....	43.7	.....	43.7
All Queens surface roads (excl. B. R. T.).....	50.7	40.1	42.9	42.9
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.....	52.0	29.0	.....	44.5
Staten Island Midland.....	50.0	39.7	.....	44.1
Southfield Beach.....	45.0	.....	.....	45.0
All Richmond roads.....	61.2	34.9	.....	44.3
Manhattan Bridge 3-Cent Line.....	.....	37.6	.....	37.6
Bush Terminal.....	.....	.....	44.0	44.0
Van Brunt St. & Erie Basin.....	50.0	26.0	.....	37.2
Marine.....	.....	24.0	.....	24.0
Miscellaneous Brooklyn roads.....	60.0	33.9	44.0	37.0
Richmond and other surface roads combined....	51.1	34.6	44.0	43.1
All companies combined.....	56.2	42.8	46.2	45.9

¹ The rolling stock used by the Coney Island & Gravesend is reported by the Brooklyn Heights and Nassau Electric; that used by the Southern Boulevard, by the Union.

Table 14. Average seating capacity of cars, by companies, 1916—Concluded

	Open cars	Closed cars	Other cars	All cars
<i>Averages for all companies by years</i>				
1909.....	56.6	40.4	² 45.9	45.8
1910.....	57.2	40.8	² 46.3	45.2
1911.....	56.2	41.3	46.1	45.4
1912.....	57.1	41.0	45.9	45.2
1913.....	57.3	41.0	45.9	45.2
1914.....	57.5	41.3	46.9	45.6
1915.....	57.7	41.6	46.2	45.7
1916.....	56.2	42.8	46.2	45.9

Division B of general Table II shows aggregate as well as average seating capacity. The total seating capacity as of June 30, 1916, was 570,458. In general Table IV for 1909, seating capacity is shown as 513,860. The increase was 56,598. Table 14 shows increase in average seating capacity of cars during the year, resulting from additions to rapid-transit equipment by the Brooklyn Rapid Transit system. The effect is most pronounced in the increase in the average for closed cars.

Table 15 serves to classify cars by age and to give additional information from that standpoint. The horse cars appear to be from 26 to 36 years old. The first storage-battery car was used in 1910. These cars are therefore 6 years old or less insofar as they are new. Many of them are reconstructed horse cars. There were built from 1896 to 1905, 6,259 cars, which are therefore from 10 to 20 years old. Of the remaining 6,159 cars only 1,737 were built before 1896 and are thus over 20 years old, while the other 4,422 are less than 10 years old. These observations are based upon the reports of the companies as filed.

² Does not include 5 parlor cars.

Table 13. Passenger cars classified according to age, 1916

YEAR BUILT	(A) ABSOLUTE NUMBERS			OTHER		Total
	ELECTRIC CONTACT			Horse	Storage-battery	
	Open	Closed	Convertible or semi-convertible			
Prior to 1880.....	.....	267	.....	.....	.....	267
1880—1890.....	6	770	8	167	.....	951
1891—1895.....	45	471	3	.....	.....	519
1896—1900.....	1,552	1,424	189	.....	.....	3,165
1901—1905.....	353	1,630	1,111	.....	.....	3,094
1906—1910.....	276	1,309	636	.....	31	2,252
1911—1915.....	.....	1,077	439	.....	178	1,694
1916.....	.....	476	.....	.....	.....	476
Total.....	2,232	7,424	2,386	167	209	12,418

(B) PER CENT DISTRIBUTION BY PERIOD OF CONSTRUCTION

Prior to 1880.....		3.60				2.15
1880—1890.....	0.27	10.37	0.33	100.00		7.66
1891—1895.....	2.02	6.34	0.13			4.18
1896—1900.....	69.53	19.18	7.92			25.40
1901—1905.....	15.81	21.98	46.56		14.83	24.92
1906—1910.....	12.37	17.63	26.66		85.17	18.13
1911—1915.....		14.51	18.40			13.04
1916.....		6.47				3.83
Total.....	100.00	100.00	100.00	100.00	100.00	100.00

(C) CUMULATIVE PER CENT — PROPORTION IN EXCESS OF AGES SPECIFIED

At least 37 years old.....		3.60				2.15
At least 26 years old.....	0.27	13.97	0.33	100.00		9.81
At least 21 years old.....	2.29	20.31	0.46			13.90
At least 16 years old.....	71.82	39.49	8.38			39.48
At least 11 years old.....	87.63	61.45	54.94			64.40
At least 6 years old.....	100.00	79.08	81.60		14.83	82.53
Less than 6 years old.....		20.92	18.40		85.17	17.47
Total.....	100.00	100.00	100.00	100.00	100.00	100.00

Not all of the age data for cars are above suspicion. When old cars are reconstructed, companies are likely to treat them as installed at date of reconstruction. A large number of cars were reconstructed during the receivership period which commenced in 1907. Some uncertainty exists as to the date of purchase of cars distributed among the lessor companies at the time of the failure of the New York City Railway Company which controlled all the surface lines in Manhattan and The Bronx. The figures given are, therefore, not absolute. They only approximately reflect the age situation.

¹Includes 2 parlor cars.
closed cars.

²All closed cars.

³Composed of 46 semi-convertible and 132

⁴Composed of 51 open and 116 closed cars.

IV. TRAFFIC STATISTICS (STREET RAILWAYS)

Comparative Summary of Street-Railway Traffic, by Groups of Roads and Kinds of Transit, 1915 and 1916

(A) REVENUE PASSENGERS				
GROUPS OF ROADS	1915	1916	Increase	Per cent increase
Interborough.....	647,378,266	683,752,114	36,373,848	5.62
Subway division.....	345,585,749	371,505,318	25,919,569	7.50
Elevated division.....	301,792,517	312,246,796	10,454,279	3.46
Hudson & Manhattan.....	58,966,414	63,293,534	4,327,120	7.34
Brooklyn Rapid Transit.....	610,968,667	649,924,837	38,956,169	6.35
Rapid-transit division ^{1 2}	182,535,897	207,098,269	24,562,372	13.46
Surface division ¹	228,432,760	336,226,568	7,793,809	2.37
Bridge locals.....	27,594,451	28,525,171	930,740	3.39
Brooklyn bridge.....	4,047,564	4,207,637	160,123	3.96
Manhattan bridge ⁴	5,388,297	5,662,693	274,406	5.09
Williamsburg bridge.....	15,488,697	15,813,802	325,105	2.10
Queensboro bridge.....	2,969,883	2,840,989	D 128,894	D 4.34
Manhattan surface.....	416,378,667	426,619,631	11,241,074	2.71
Conduit-electric ⁵	395,985,579	407,260,265	11,274,686	2.85
Storage-battery.....	15,604,309	15,696,967	92,658	0.59
Horse.....	3,788,669	3,662,399	D 126,270	D 3.33
Bronx surface.....	51,602,803	54,555,737	3,052,934	5.72
Trolley.....	81,154,614	84,083,477	2,928,863	3.61
Storage-battery.....	¹ 328,968	452,260	123,292	37.48
Horse.....	¹ 19,221	.....	D 19,221	D 100.00
Brooklyn excl. B. R. T. ³	1,516,344	2,473,643	958,279	63.24
Trolley.....	1,383,196	2,343,174	959,978	69.40
Storage-battery.....	132,168	130,469	D 1,699	D 1.29
Queens surface excl. B. R. T. ³	49,716,225	51,326,414	1,610,189	3.24
Richmond.....	14,312,009	14,984,534	672,525	4.00
Underground ¹	404,552,163	434,798,852	30,246,689	7.48
Elevated ¹	484,328,414	519,345,065	35,016,651	7.23
Total rapid-transit.....	588,880,577	954,143,917	36,263,340	7.54
Conduit-electric ⁵	395,985,579	407,260,265	11,274,686	2.85
Trolley ⁵	502,893,235	517,389,338	14,496,103	2.88
Storage-battery.....	¹ 16,065,445	16,279,696	214,251	1.33
Total electric surface.....	914,944,259	940,929,299	25,985,040	2.84
Horse.....	¹ 3,807,890	3,662,399	D 145,491	D 3.82
Grand total.....	1,807,632,726	1,893,735,615	91,102,889	5.04

(B) TRANSFERS				
Interborough ⁷	[24,839,545]	[27,732,355]	[2,892,810]	[11.65]
Subway division.....	[12,244,059]	[15,470,860]	[3,226,801]	[26.35]
Elevated division.....	[12,595,486]	[12,261,495]	[D 333,991]	[D 2.65]
Hudson & Manhattan.....	.....	.....	.....	.....
Brooklyn Rapid Transit.....	171,641,174	177,635,308	5,994,134	3.49
Rapid-transit division ^{1 2}	10,426,436	8,803,767	D 1,622,719	D 15.56
Surface division.....	161,214,688	168,831,541	7,616,853	4.72
Bridge locals.....	.....	.....	.....	.....
Brooklyn bridge.....	.....	.....	.....	.....
Manhattan bridge.....	.....	.....	.....	.....
Williamsburg bridge.....	.....	.....	.....	.....
Queensboro bridge.....	.....	.....	.....	.....

For footnotes, see page 63.

(B) TRANSFERS — *Concluded*

GROUPS OF ROADS	1915	1916	Increase	Per cent increase
Manhattan surface.....	137,099,224	136,419,190	D 680,034	D 0.50
Conduit-electric.....	129,511,330	128,852,548	D 628,782	D 0.49
Storage-battery.....	5,408,383	5,464,470	56,087	1.04
Horse.....	2,179,511	2,072,172	D 107,339	D 4.92
Bronx surface.....	39,495,036	38,451,516	D 1,043,520	D 2.64
Trolley.....	39,495,036	38,451,516	D 1,043,520	D 2.64
Storage-battery.....	.....	.....	.....	.....
Horse.....	.....	.....	.....	.....
Brooklyn excl. B. R. T.....	42,003	.....	D 42,003	(^a)
Trolley.....	42,003	.....	D 42,003	(^a)
Storage-battery.....	.....	.....	.....	.....
Queens surface excl. B. R. T.....	8,592,573	9,460,126	867,553	10.10
Richmond.....	2,178,144	2,252,910	74,766	3.43
Underground ²	[24,839,545]	[27,732,355]	[2,892,810]	[11.65]
Elevated ²	10,426,486	8,803,767	D 1,622,719	D 15.56
Total rapid-transit.....	10,426,486	8,803,767	D 1,622,719	D 15.56
Conduit-electric.....	129,511,330	128,882,548	D 628,782	D 0.49
Trolley.....	211,522,444	218,996,093	7,473,649	3.53
Storage-battery.....	5,408,383	5,464,470	56,087	1.04
Total electric surface.....	346,442,157	353,343,111	6,900,954	1.99
Horse.....	2,179,511	2,072,172	D 107,339	D 4.92
Grand total.....	359,048,154	364,219,050	5,170,896	1.44

(C) REVENUE PASSENGERS AND TRANSFERS COMBINED

Interborough ¹⁰	647,378,266	683,752,114	36,373,848	5.62
Subway division.....	345,585,749	371,505,318	25,919,569	7.50
Elevated division.....	301,792,517	312,246,796	10,454,279	3.46
Hudson & Manhattan.....	58,966,414	63,293,534	4,327,120	7.34
Brooklyn Rapid Transit.....	652,609,831	720,960,146	68,350,314	10.48
Rapid-transit division ¹²	192,962,383	215,902,036	22,939,653	11.89
Surface division ²	489,647,448	505,058,109	15,410,661	3.15
Bridge locals.....	27,894,431	28,525,171	630,740	2.26
Brooklyn bridge.....	4,047,564	4,207,687	160,123	3.96
Manhattan bridge ⁴	5,388,287	5,662,693	274,406	5.09
Williamsburg bridge.....	15,488,697	15,813,802	325,105	2.10
Queensboro bridge.....	2,969,883	2,840,989	D 128,894	D 4.34
Manhattan surface.....	652,477,781	663,038,821	10,561,040	1.61
Conduit-electric ⁵	525,496,909	536,142,813	10,645,904	2.03
Storage-battery.....	21,012,692	21,161,437	148,745	0.71
Horse.....	5,968,180	5,734,571	D 233,609	D 3.91
Bronx surface.....	120,997,839	122,987,253	1,989,414	1.64
Trolley.....	120,649,650	122,534,993	1,885,343	1.56
Storage-battery.....	328,968	452,260	123,292	37.48
Horse.....	19,221	.....	D 19,221	D 100.00
Brooklyn excl. B. R. T. ³	1,557,367	2,473,643	916,276	58.83
Trolley.....	1,425,199	2,343,174	917,975	64.41
Storage-battery.....	132,168	130,469	D 1,699	D 1.29
Queens excl. B. R. T. ³	58,308,798	60,736,540	2,427,742	4.18
Richmond.....	16,490,153	17,137,444	647,291	3.93
Underground ²	404,552,163	434,798,852	30,246,689	7.48
Elevated ²	494,754,900	528,148,832	33,393,932	6.75
Total rapid-transit.....	899,307,063	962,947,684	63,640,621	7.08
Conduit-electric ⁵	525,496,909	536,142,813	10,645,904	2.03
Trolley ⁵	714,415,679	736,385,431	21,969,752	3.08
Storage-battery.....	21,473,828	21,744,166	270,338	1.26
Total electric surface.....	1,261,386,416	1,294,272,410	32,885,994	2.61
Horse.....	5,987,401	5,734,571	D 252,830	D 4.22
Grand total.....	2,166,680,880	2,262,954,665	96,273,785	4.44

For footnotes, see page 63.

(D) REGULAR PASSENGER CAR MILES (ACTIVE)

GROUPS OF ROADS	1915	1916	Increase	Per cent increase
Interborough.....	132,933,901	137,725,083	4,791,122	3.60
Subway division.....	66,535,245	70,132,538	3,597,293	5.41
Elevated division.....	66,398,656	67,592,485	1,193,829	1.80
Hudson & Manhattan.....	7,689,285	7,788,953	99,668	1.30
Brooklyn Rapid Transit.....	92,617,230	98,465,939	5,838,709	6.30
Rapid-transit division ^{1 2}	36,357,681	41,264,529	4,906,848	13.50
Surface division ³	56,259,549	57,191,409	931,860	1.66
Bridge locals.....	1,646,506	1,713,713	67,208	4.08
Brooklyn bridge.....	245,015	244,225	D 790	D 0.32
Manhattan bridge ⁴	456,431	440,666	D 15,765	D 3.45
Williamsburg bridge.....	704,626	502,091	97,465	13.83
Queensboro bridge.....	240,433	226,731	D 13,702	D 5.70
Manhattan surface.....	53,660,387	52,922,255	D 1,028,132	D 1.91
Conduit-electric ⁵	49,689,229	48,987,616	D 701,613	D 1.41
Storage-battery.....	3,476,365	3,222,368	D 255,997	D 7.36
Horse.....	762,793	712,271	D 70,522	D 9.01
Bronx surface.....	16,274,651	16,232,612	D 142,139	D 0.87
Trolley.....	16,265,417	16,110,606	D 157,811	D 0.97
Storage-battery.....	101,396	121,906	20,520	20.24
Horse.....	4,848	.....	D 4,848	D 100.00
Brooklyn excl. B. R. T. ³	297,464	314,286	16,722	5.64
Trolley.....	220,362	247,203	26,841	12.18
Storage-battery.....	77,132	67,083	D 10,049	D 13.03
Queens surface excl. B. R. T. ³	10,110,920	10,120,435	9,515	0.09
Richmond.....	3,353,216	3,312,286	D 40,929	D 1.22
Underground ²	74,224,530	77,921,491	3,696,961	4.98
Elevated ²	102,756,337	108,667,014	6,100,677	5.94
Total rapid-transit.....	176,660,867	186,778,505	9,797,638	5.54
Conduit-electric ⁵	49,689,229	48,987,616	D 701,613	D 1.41
Trolley ¹	87,858,968	88,695,652	836,684	0.95
Storage-battery.....	3,656,883	3,411,357	D 245,526	D 6.71
Total electric surface.....	141,206,660	141,094,626	D 110,466	D 0.08
Horse.....	787,641	712,271	D 75,370	D 9.57
Grand total.....	318,973,588	328,585,401	9,611,813	3.01

(E) ACTIVE CAR-SEAT MILES OF REGULAR PASSENGER CARS (THOUSANDS)

Interborough.....	6,646,938	6,891,331	244,393	3.68
Subway division.....	3,459,833	3,646,892	187,059	5.41
Elevated division.....	3,187,135	3,244,439	57,304	1.80
Hudson & Manhattan.....	338,329	342,714	4,385	1.30
Brooklyn Rapid Transit.....	4,475,723	4,561,381	485,658	10.86
Rapid-transit division ^{1 2}	1,939,760	2,426,410	486,650	25.09
Surface division ³	2,535,963	2,534,971	D 992	D 0.04
Bridge locals.....	62,358	64,351	1,993	3.20
Brooklyn bridge.....	8,821	8,827	D 494	D 5.60
Manhattan bridge ⁴	20,002	20,761	759	3.79
Williamsburg bridge.....	26,452	28,644	2,192	8.29
Queensboro bridge.....	7,093	6,619	D 464	D 6.55
Manhattan surface.....	2,522,297	2,282,708	D 239,579	D 1.70
Conduit-electric ⁵	2,217,101	2,182,044	D 35,057	D 1.58
Storage-battery.....	89,914	86,774	D 3,140	D 3.49
Horse.....	15,272	13,830	D 1,382	D 9.03
Bronx surface.....	745,489	724,382	D 24,107	D 3.23
Trolley.....	745,907	721,338	D 24,569	D 3.29
Storage-battery.....	62,458	3,044	586	23.80
Horse.....	6124	.....	D 124	D 100.00

For footnotes, see page 63.

(E) ACTIVE CAR-MILE : MILES OF REGULAR PASSENGER CARS (THOUSANDS) — *Concluded*

GROUPS OF ROADS	1915	1916	Increase	Per cent increase
Brooklyn excl. B. R. T. ¹	10,431	11,103	672	6.44
Trolley.....	8,422	9,493	1,071	12.72
Storage-battery.....	2,009	1,610	D 399	D 19.86
Queens surface excl. B. R. T. ¹	445,586	440,875	D 4,711	D 1.06
Richmond.....	139,343	152,703	13,360	9.59
Underground ²	3,798,162	3,989,606	191,444	5.04
Elevated ²	5,126,895	5,670,849	543,954	10.61
Total rapid-transit.....	8,925,057	9,660,455	735,398	8.24
Conduit-electric ⁴	2,217,101	2,182,044	D 35,057	D 1.56
Trolley ⁵	3,937,579	3,923,731	D 13,848	D 0.35
Storage-battery.....	94,381	91,428	D 2,953	D 3.13
Total electric surface.....	6,249,061	6,197,203	D 51,858	D 0.83
Horse.....	15,366	13,890	D 1,506	D 9.78
Grand total.....	15,189,514	15,871,548	682,034	4.49

(F) PASSENGER CAR HOURS (ACTIVE AND IDLE)

Interborough.....	8,197,179	8,440,920	243,741	2.97
Subway division.....	3,655,152	3,839,579	184,427	5.05
Elevated division.....	4,542,027	4,601,341	59,314	1.31
Hudson & Manhattan.....	432,012	431,649	D 363	D 0.08
Brooklyn Rapid Transit.....	10,161,515	10,481,368	319,853	3.15
Rapid-transit division ¹ ²	3,118,391	3,226,862	208,471	6.69
Surface division ³	7,043,122	7,154,506	111,384	1.58
Bridge locals.....	204,746	216,112	11,367	5.55
Brooklyn bridge.....	35,812	35,674	D 138	D 0.39
Manhattan bridge ⁴	56,543	58,583	2,040	3.61
Williamsburg bridge.....	82,260	91,666	9,406	11.43
Queensboro bridge.....	30,130	30,189	59	0.20
Manhattan surface.....	7,760,667	7,594,614	D 166,053	D 2.14
Conduit-electric ⁵	6,960,307	6,848,604	D 111,703	D 1.60
Storage-battery.....	639,923	597,998	D 41,925	D 6.55
Horse.....	160,627	148,012	D 12,615	D 7.85
Bronx surface.....	1,947,211	1,946,624	D 587	D 0.03
Trolley.....	1,929,904	1,925,969	D 3,935	D 0.20
Storage-battery.....	16,470	20,655	4,185	25.41
Horse.....	837	.....	D 837	D 100.00
Brooklyn excl. B. R. T. ¹	45,073	50,913	5,840	12.96
Trolley.....	24,642	39,615	4,973	14.96
Storage-battery.....	10,431	11,298	867	8.31
Queens surface excl. B. R. T. ¹	1,057,544	1,058,697	1,153	0.11
Richmond.....	366,900	362,747	D 4,153	D 1.13
Underground ²	4,087,164	4,271,228	184,064	4.50
Elevated ²	7,660,418	7,923,203	262,785	3.50
Total rapid-transit.....	11,747,582	12,199,431	451,849	3.85
Conduit-electric ⁵	6,960,307	6,848,604	D 111,703	D 1.60
Trolley ⁵	10,636,857	10,757,646	120,789	1.14
Storage-battery.....	600,824	629,951	D 29,127	D 4.85
Total electric surface.....	18,263,988	18,236,201	D 27,787	D 0.15
Horse.....	161,464	148,012	D 13,452	D 8.33
Grand total.....	30,173,034	30,583,644	410,610	1.36

(G) REGULAR PASSENGER CAR TRIPS (ROUND)

Interborough.....	6,243,605	6,511,987	268,382	4.30
Subway division.....	2,443,249	2,670,021	226,772	9.28
Elevated division.....	3,800,356	3,841,966	41,610	1.09

(G) REGULAR PASSENGER CAR TRIPS (ROUND) — *Concluded*

GROUPS OF ROADS	1915	1916	Increase	Per cent increase
Hudson & Manhattan.....	1,027,835	1,022,545	D 5,290	D 0.51
Brooklyn Rapid Transit.....	8,693,625	8,909,492	215,867	2.48
Rapid-transit division ^{1 2}	2,586,209	2,707,922	121,713	4.71
Surface division ³	6,107,416	6,201,570	94,154	1.54
Bridge locals.....	524,623	551,074	26,451	5.04
Brooklyn bridge.....	109,338	109,176	D 162	D 0.15
Manhattan bridge ⁴	113,517	113,456	D 61	D 0.05
Williamsburg bridge.....	227,678	258,451	30,773	13.52
Queensboro bridge.....	74,090	69,991	D 4,099	D 5.53
Manhattan surface.....	5,654,364	5,673,186	D 81,178	D 1.44
Conduit-electric ⁵	4,885,940	4,856,402	D 29,538	D 0.60
Storage-battery.....	629,807	585,355	D 44,452	D 7.06
Horse.....	138,617	131,429	D 7,188	D 5.19
Bronx surface.....	1,914,118	1,874,982	D 39,136	D 2.04
Trolley.....	1,893,837	1,852,634	D 41,203	D 2.18
Storage-battery.....	18,802	22,348	3,546	18.86
Horse.....	1,479	.....	D 1,479	D 100.00
Brooklyn excl. B. R. T. ³	111,299	117,159	5,860	5.27
Trolley.....	82,890	92,496	9,606	11.59
Storage-battery.....	28,409	24,663	D 3,746	D 13.19
Queens surface excl. B. R. T. ³	863,085	869,671	6,586	0.76
Richmond.....	313,583	313,668	85	0.03
Underground ²	3,471,084	3,692,566	221,482	6.38
Elevated ²	6,386,565	6,549,888	163,323	2.56
Total rapid-transit.....	9,857,649	10,242,454	384,805	3.90
Conduit-electric ⁵	4,885,940	4,856,402	D 29,538	D 0.60
Trolley ⁶	9,785,434	9,881,113	95,679	0.98
Storage-battery.....	677,018	632,366	D 44,652	D 6.60
Total electric surface.....	15,548,392	15,569,881	21,489	0.14
Horse.....	140,096	131,429	D 8,667	D 6.19
Grand total.....	25,346,137	25,743,764	397,627	1.57

(H) AVERAGE NUMBER OF PASSENGER CARS USED PER DAY

Interborough.....	2,533	2,557	24	0.95
Subway division.....	985	1,009	24	2.44
Elevated division.....	1,548	1,548	.....	.....
Hudson & Manhattan.....	115	122	7	6.09
Brooklyn Rapid Transit.....	2,725	2,778	53	1.94
Rapid-transit division ^{1 2}	903	924	21	2.33
Surface division ³	1,822	1,854	32	1.76
Bridge locals.....	51	51	.....	.....
Brooklyn bridge.....	8	8	.....	.....
Manhattan bridge ⁴	13	13	.....	.....
Williamsburg bridge.....	21	22	1	4.76
Queensboro bridge.....	9	8	D 1	D 11.11
Manhattan surface.....	1,866	1,881	15	0.80
Conduit-electric ⁵	1,653	1,665	12	0.73
Storage-battery ⁶	175	179	4	2.29
Horse ⁷	38	37	D 1	D 2.63
Bronx surface.....	544	581	D 37	D 4.23
Trolley.....	539	514	D 25	D 4.64
Storage-battery.....	5	7	2	40.00
Horse.....	.....	.....	.....	.....
Brooklyn excl. B. R. T. ³	9	9	.....	.....
Trolley.....	7	7	.....	.....
Storage-battery.....	2	2	.....	.....

For footnotes, see next page

(H) AVERAGE NUMBER OF PASSENGER CARS USED PER DAY — *Concluded*

GROUPS OF ROADS	1915	1916	Increase	Per cent increase
Queens surface excl. B. R. T. ¹	234	244	10	4.27
Richmond.....	85	84	D 1	D 1.18
Underground ²	1,100	1,131	31	2.82
Elevated ³	2,451	2,472	21	0.86
Total rapid-transit.....	3,551	3,603	52	1.46
Conduit-electric ⁴	1,653	1,665	12	0.73
Trolley ⁵	2,738	2,754	16	0.58
Storage-battery.....	182	188	6	3.30
Total electric surface.....	4,575	4,607	32	0.74
Horse.....	38	37	D 1	D 2.63
Grand total.....	8,162	8,247	85	1.04

The traffic data contained in the foregoing Traffic Summary were drawn from general Tables V and VI, with the assistance of data from Table VIII wherever returns by companies need to be subdivided on the basis of statistics for operating routes. They are arranged, and also accompanied by derivative figures, with reference to convenient comparison of the years 1915 and 1916. The most important data are recapitulated in text Table 16 in order to show them by borough groups, inclusive of bridge-local traffic, and they are therein extended so as to cover also the years 1910–1914. By reference to the series of the Commission's Annual Reports, comparison with still earlier years is possible.

¹ Figures are a combination of data (shown in Table VIII) for the New York Consolidated (excluding Sea Beach surface for 1915), West End elevated line of the Nassau Electric and Culver elevated of the South Brooklyn.

² Data for the Fourth avenue (Brooklyn) subway, which began operation June 22, 1915, are not separated from the elevated traffic figures. Figures for the Centre Street Loop are also included with the elevated, the subway section being an extension of certain elevated routes of the Brooklyn Rapid Transit.

³ Exclusive of bridge locals. Figures inclusive of these locals are given in Table 16.

⁴ Composed of traffic of Manhattan Bridge Three Cent Line, and the bridge local traffic of the Brooklyn & North River. For the latter traffic, see Table VIII. The Brooklyn end of the Brooklyn & North River is trolley, but for convenience the main line traffic is classed as conduit-electric, and the local line as trolley.

⁵ See last sentence of previous footnote.

⁶ For the Pelham Park & City Island the separation between storage-battery and horse cars for the month of August, 1914, is estimated on the basis of car miles.

⁷ Represent transfers at 149th street and Third avenue between subway and elevated lines and at Grand Central station between the Queensboro and main line subways. Figures are bracketed and excluded from the totals since transfer at all other points on rapid transit routes is made without alips. For statistical convenience, they are all classed as underground.

⁸ The 1915 figures represent joint-rate tickets for which no payment was made and which were therefore classed as transfers. No ordinary transfers were issued in either 1915 or 1916.

⁹ For the Madison street line of the New York Railways the separation between storage-battery and horse cars is estimated on the basis of car hours.

¹⁰ Revenue passengers only.

Table 16. Comparative summary of street-railway traffic by groups of roads¹

[The entire figures for the Williamsburg bridge locals

(A) REVENUE

GROUPS OF ROADS	1910	¹ 1911	1912	1913
Entirely underground or elevated.....	605,628,374	630,910,522	665,178,923	693,186,585
Brooklyn Rapid Transit.....	480,000,587	440,958,164	464,499,818	484,477,984
Elevated division.....	162,493,801	167,371,328	172,196,229	175,246,512
Surface division.....	257,506,726	272,886,836	292,304,583	309,231,472
Manhattan surface.....	371,165,696	382,046,845	395,238,026	419,722,253
Bronx surface.....	56,524,261	62,777,966	67,837,245	74,702,309
Brooklyn, excl. B. R. T.....	31,801,359	33,090,514	30,017,398	36,755,929
Queens, excl. B. R. T.....	34,430,074	42,515,629	45,182,732	47,463,382
Richmond.....	11,712,623	12,801,757	12,959,799	13,568,066
Total.....	1,531,282,914	1,608,901,397	1,680,913,935	1,769,876,508

(B)

	(²)	(³)	(⁴)	(⁵)
Entirely underground or elevated.....				
Brooklyn Rapid Transit.....	151,279,808	138,935,621	141,489,869	151,314,687
Elevated division.....	8,268,686	7,518,499	8,500,550	9,294,434
Surface division.....	143,021,120	131,417,132	132,989,319	142,020,253
Manhattan surface.....	139,011,581	137,890,530	144,481,814	154,118,236
Bronx surface.....	21,527,010	26,371,862	32,191,198	36,201,615
Brooklyn, excl. B. R. T.....	5,382,403	4,926,587	4,310,249	5,011,811
Queens, excl. B. R. T.....	8,509,593	8,943,846	9,297,498	9,442,049
Richmond.....	1,699,825	1,833,587	2,016,515	2,134,869
Total.....	327,410,218	318,902,033	333,787,138	338,223,257

(C) REGULAR PASSENGER-

Entirely underground or elevated.....	117,743,715	128,173,360	137,029,963	138,178,305
Brooklyn Rapid Transit.....	78,247,769	80,803,517	82,167,663	82,814,039
Elevated division.....	32,815,745	32,544,643	32,976,889	32,926,563
Surface division.....	45,432,024	47,658,874	49,190,774	49,887,476
Manhattan surface.....	54,174,356	55,288,453	56,631,840	55,178,505
Bronx surface.....	13,400,450	13,828,471	14,608,724	15,787,179
Brooklyn, excl. B. R. T.....	6,212,926	6,289,744	5,953,915	6,871,420
Queens, excl. B. R. T.....	7,432,955	9,163,601	9,710,437	9,524,316
Richmond.....	2,987,969	2,996,477	3,065,785	3,120,509
Total.....	230,200,140	295,943,623	309,168,327	311,474,278

(D) ACTIVE CAR-SEAT

Entirely underground or elevated.....	5,823,791	6,351,112	6,800,528	6,858,687
Brooklyn Rapid Transit.....	3,741,778	3,801,581	3,871,363	3,914,357
Elevated division.....	1,711,038	1,696,089	1,718,654	1,715,874
Surface division.....	2,030,740	2,105,492	2,152,709	2,198,483
Manhattan surface.....	2,063,031	2,205,133	2,271,384	2,261,417
Bronx surface.....	577,095	618,431	660,969	724,230
Brooklyn, excl. B. R. T.....	301,465	305,180	288,624	320,154
Queens, excl. B. R. T.....	321,169	395,606	418,297	409,483
Richmond.....	110,035	115,185	115,869	122,469
Total.....	12,963,364	13,792,228	14,427,034	14,610,782

(E) PASSENGER-CAR HOURS

Entirely underground or elevated.....	7,325,242	7,932,599	8,418,963	8,481,639
Brooklyn Rapid Transit.....	8,817,025	9,012,345	9,147,431	9,204,266
Elevated division.....	2,844,904	2,821,577	2,855,577	2,856,482
Surface division.....	5,972,121	6,190,768	6,291,854	6,347,784
Manhattan surface.....	7,853,735	7,973,926	8,443,263	8,029,854
Bronx surface.....	1,572,451	1,612,940	1,725,187	1,868,488
Brooklyn, excl. B. R. T.....	753,076	749,745	724,562	828,433
Queens, excl. B. R. T.....	789,254	961,307	1,023,542	1,005,480
Richmond.....	361,988	362,384	368,560	363,000
Total.....	27,472,771	28,605,246	29,851,508	29,781,210

¹ The New York & North Shore is here included for the first time in 1911.² The Brooklyn & North River is here included for the first time in 1915.³ Based on the inclusion of the Coney Island & Brooklyn figures for 1914 only. When they are included in the 1913 figures the per cent increase in revenue passengers is 1.05; in transfers, 1.86; in passenger-car miles (active), D 0.79; in seat miles (active), 0.07; in passenger-car hours, D 0.11.⁴ Coney Island & Brooklyn not a B. R. T. company prior to 1914.

TRANSPORTATION STATISTICS — ANALYSIS

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with bridge-local traffic included in the proper borough totals, 1910-1916

are included with the B. R. T. surface division]

PASSENGERS

PER CENT INCREASE

1914	1915	1916	1911	1912	1913	1914	1915	1916
711,988,561	708,844,686	747,045,648	4.17	5.43	4.21	2.71	D 0.70	5.76
530,600,618	530,504,918	563,346,326	4.82	5.51	4.30	9.52	D 0.08	6.19
185,080,735	182,535,897	267,008,269	3.00	2.88	1.77	5.00	D 1.36	13.46
345,539,878	347,969,021	356,248,057	5.97	7.12	5.79	11.74	0.70	2.28
420,662,532	415,551,116	427,373,847	2.93	3.45	6.10	0.22	D 1.22	2.85
79,652,133	81,502,803	84,535,737	11.06	8.06	10.12	6.63	2.32	3.72
6,365,406	6,731,092	7,382,120	4.05	D 9.29	22.45	D 82.68	5.74	9.67
49,973,696	52,686,108	54,167,403	23.48	6.27	5.05	5.29	5.43	2.81
14,011,414	14,312,009	14,884,534	5.03	5.35	4.69	3.27	2.15	4.00
1,813,204,356	1,807,632,726	1,898,735,615	4.74	4.89	5.29	2.45	D 0.81	5.04

TRANSFERS

(¹)	(²)	(³)						
160,547,171	171,641,174	177,635,808	D 8.16	1.84	6.94	6.10	6.91	3.49
10,775,489	10,426,486	8,803,767	D 8.96	13.06	9.34	15.93	D 2.24	D 15.56
149,771,682	161,214,688	168,831,541	D 8.11	1.20	6.79	5.46	7.64	4.72
182,669,994	187,099,224	136,419,199	D 0.81	4.78	D 7.17	D 0.33	2.57	D 0.50
39,973,347	89,495,036	38,451,516	22.51	22.07	12.46	10.42	D 1.20	D 2.64
(⁴)	42,003	.....	D 8.47	D 12.51	16.28			
9,014,497	8,592,573	9,460,126	5.10	3.95	1.55	D 4.53	D 4.68	10.20
2,076,854	2,178,144	2,252,910	7.87	9.98	5.87	D 2.71	4.87	3.43
345,231,963	359,048,154	364,219,050	D 2.60	4.67	1.33	2.09	3.99	1.44

CAR MILES (ACTIVE)

138,596,205	140,623,186	145,513,976	8.86	6.91	0.84	0.30	1.46	3.48
91,474,086	93,566,871	99,608,254	8.50	2.45	0.79	10.46	2.29	6.34
85,702,636	86,357,681	41,264,529	D 0.83	1.33	D 0.15	8.43	1.83	13.50
55,771,450	57,209,190	58,237,725	4.90	3.21	1.42	11.79	2.58	1.80
52,507,397	53,868,091	52,954,891	2.06	2.42	D 2.57	D 4.84	2.76	D 1.86
16,187,097	16,374,661	16,232,512	3.19	5.64	8.07	2.53	1.16	D 0.87
759,663	746,221	722,346	1.24	D 5.34	15.41	D 88.94	D 1.77	D 3.20
9,973,653	10,351,353	10,847,166	23.28	5.97	D 1.92	4.72	3.79	D 0.04
3,362,089	3,353,215	3,312,286	0.28	2.31	1.73	7.74	D 0.26	D 1.22
312,860,190	318,973,588	328,585,401	5.62	4.47	0.75	0.44	1.95	3.01

MILES (THOUSANDS)

6,880,265	6,985,297	7,284,645	8.96	7.08	0.86	0.31	1.53	3.56
4,387,415	4,510,966	4,998,358	1.60	1.84	1.11	11.91	2.98	10.80
1,877,844	1,939,760	2,426,410	D 0.87	1.33	0.16	9.44	3.30	25.09
2,502,571	2,571,236	2,571,942	3.68	2.24	2.13	13.83	2.74	0.03
2,216,194	2,322,581	2,283,882	5.86	3.00	D 0.44	D 2.00	4.80	D 1.67
738,708	748,489	724,382	7.16	6.88	9.57	2.00	1.32	D 2.22
26,087	30,199	30,690	1.26	D 5.42	10.92	D 91.87	15.75	1.83
426,933	452,609	447,494	23.18	5.74	D 2.11	4.26	6.03	D 1.14
132,107	139,343	152,703	4.68	0.59	5.70	7.87	5.48	9.59
14,800,659	15,189,514	15,871,548	6.39	4.60	1.27	1.30	2.63	4.49

(ACTIVE AND IDLE)

8,499,929	8,629,191	8,872,569	8.29	6.13	0.74	0.22	1.52	2.82
10,165,857	10,879,585	10,608,708	2.22	1.50	0.62	10.45	1.12	8.20
3,071,485	3,118,391	3,236,862	D 0.82	1.20	0.06	7.53	1.53	6.69
7,094,372	7,161,194	7,281,846	3.66	1.63	0.89	11.76	0.94	1.08
7,777,563	7,762,063	7,599,646	1.53	5.89	D 4.90	D 3.14	D 0.20	D 2.09
1,935,979	1,947,211	1,946,624	2.57	6.96	8.31	3.61	0.58	D 0.03
102,428	100,410	104,464	D 0.44	D 3.36	14.34	D 87.52	D 2.92	4.04
1,039,554	1,087,674	1,088,886	21.80	6.47	D 1.76	3.39	4.63	0.11
370,518	366,900	362,747	0.11	1.70	D 1.51	2.67	D 0.93	D 1.13
29,892,828	30,173,034	30,583,644	4.12	4.36	D 0.24	0.87	0.94	1.36

¹ Large decrease due to the exclusion of Coney Island & Brooklyn.

² Transfer slips are collected at Third avenue and 149th street for passengers changing between elevated and subway trains and also at Grand Central and Lexington avenue subway stations for passengers changing between the Queensboro and main-line subways. The number of slips has not been regularly reported. The Queensboro subway began operations on June 22, 1915.

³ The ratio is D 0.48 when the Brooklyn & North River is included both for 1914 and 1915.

Growth of Traffic — Fare Passengers and Transfers

Table 17 carries back the passenger totals for the city as a whole so as to include the entire period of this Commission's existence. Comparison of 1916 with the series of years previous to it is thus facilitated. The composition of the 1916 total and of the 1916 increase, on the other hand, is shown in the Traffic Summary.

Table 17. Increase in revenue and transfer passengers on New York City street railways, 1907-1916

	Revenue passengers	Transfers	Passengers and transfers
1907.....	¹ 1,315,381,388	² 364,154,307	1,679,535,695
1908.....	1,358,000,407	359,827,602	1,717,828,009
Increase.....	42,619,019	D 4,326,705	38,292,314
Per cent increase.....	3.24	D 1.19	2.28
1909.....	1,402,417,642	314,340,221	1,716,757,863
Increase.....	44,417,235	D 45,487,381	D 1,070,146
Per cent increase.....	3.27	D 12.64	D 0.06
1910.....	1,531,262,914	327,410,218	1,858,673,132
Increase.....	128,845,272	13,069,997	141,915,269
Per cent increase.....	9.19	4.16	8.27
1911 ³	1,603,901,397	318,902,033	1,922,803,430
Increase.....	72,638,483	D 8,508,185	64,130,298
Per cent increase.....	4.74	D 2.60	3.45
1912.....	1,680,913,935	333,787,138	2,014,701,073
Increase.....	77,012,538	14,885,105	91,897,643
Per cent increase.....	4.80	4.68	4.78
1913.....	1,769,876,508	338,223,257	2,108,099,765
Increase.....	88,962,573	4,436,119	93,398,692
Per cent increase.....	5.29	1.33	4.64
1914.....	1,813,204,356	345,281,963	2,158,486,319
Increase.....	43,327,848	7,058,706	50,386,554
Per cent increase.....	2.45	2.09	2.39
1915 ⁴	1,807,632,726	359,048,154	2,166,680,880
Increase.....	D 5,571,630	13,766,191	8,194,561
Per cent increase.....	D 0.31	3.99	0.38
1916.....	1,898,735,615	364,219,050	2,262,954,665
Increase.....	91,102,889	5,170,896	96,273,785
Per cent increase.....	5.04	1.44	4.44

¹ Differs from the figure published in the 1907 Report by the 321,021 joint-rate passengers described in footnote 2. The difference from the corresponding figure of the 1908 Traffic Summary is due to the fact that the latter omits the 321,021 joint-rate passengers and includes 307,088 chartered-car passengers.

² The difference of 321,021 from the figures of the 1908 Traffic Summary and the 1907 Report is due to an incorrect return by the Van Brunt Street & Erie Basin of joint-rate passengers as transfers.

³ The New York & North Shore is included for the first time in 1911.

⁴ The Brooklyn & North River is included for the first time in 1915.

While not a year of extraordinarily high increase in traffic, 1916 ranks well above the average. The 5.04 per cent increase has been exceeded since 1907 only by the 9.19 per cent of 1910 and the 5.29 per cent of 1913. The increase last mentioned was doubtless considerably affected by added facilities and other exceptional conditions, but that of 1916 was likewise affected by additions to rapid-transit facilities, especially in Brooklyn. It should be noted that the incidence of such special stimulation of traffic by new facilities is not confined to the year in which they are opened. Indeed, those opened in 1915 should be expected to have a greater effect on the traffic of 1916 than those opened in the latter year — as a matter of arithmetic for such as were opened in the latter half of the earlier year, since the first 12 months of operation will add more traffic to the second year's figures if the opening occurs in the second half of the first year, and, on more general grounds, even as regards such as were opened still earlier, since the adjustment of conditions to the new facilities and the stimulation to traffic is itself in large part a matter of growth or gradual change. From this viewpoint the 1916 increase, though large, is not extraordinarily large.

Of the 91,000,000 increase in fare passengers during 1916, 65,000,000 was on rapid-transit lines and 26,000,000 on surface lines. These increases were accompanied by correspondingly large gains in track mileage and number of passenger cars in the case of the rapid-transit lines and by small changes in the physical data for surface lines.

Traffic on rapid-transit lines increased more rapidly than that on the surface lines up to 1910. After 1910, the traffic of the two modes of transit increased at about the same rate, with that on the surface lines forging slightly ahead, until 1916, when the rate for rapid transit again exceeded that for the surface lines.

The number of fare passengers on the surface lines exceeded that on rapid-transit lines in 1908 by 88,000,000, while the latter were ahead by 5,000,000 in 1910, only to drop behind in 1911. In 1916 the rapid-transit lines were again ahead by 10,000,000. Since new rapid-transit facilities were put in operation during 1916, and since important additional lines are nearing completion, traffic on these lines will for some time in the future probably

gain at a greater rate than that on surface lines. Fare passengers, stated in millions for the two groups from 1908 on are as follows:

	1908	1909	1910	1911	1912	1913	1914	1915	1916
Rapid transit	635	677	768	798	837	868	897	888	954
Surface lines	728	725	763	805	843	901	916	919	944

Fare passengers increased in the nine years intervening between the earliest and latest year shown in Table 17 by 583,350,000. The growth in traffic was steady and continuous throughout the period save that a reaction set in in 1914 and culminated in 1915 when there was an actual loss in the number of fare passengers carried during the fiscal year. There was, however, an increase in the number of transfer passengers during the period of recession in fare passengers. But the number of transfers increased during the nine years by only 65,000. In terms of per cent, fare passengers increased 44.35, while transfer passengers increased only 0.02.

Reference to Table 17 above shows that the number of transfers reported decreased 45,500,000 in 1909. Since then there has been a decrease in only one year, 1911. As already indicated, the number reported in 1907 and 1916 are almost the same, the increases in some years merely offsetting the losses in others.

The number of fare passengers is determined in direct connection with the checking of cash receipts. This insures substantial accuracy. There is no such check on the accuracy of the number of transfers. Further, transfers on the Interborough from subway to elevated and vice versa do not enter into the above totals. The numerical returns for transfers do not reflect actual events as reliably as do those for fare passengers, irrespective of a possible further question as to the substantial significance of the fact that some passengers' trips require the use of two cars instead of one.

Car Service and Traffic Ratios

Table 18 presents data of car service, that is, car mileage, etc., available for use by the public. Passenger car miles constitute an index of service offered to the public. The fact that they increased only 3.01 per cent in 1916, as compared with an increase in passengers of 5.04 per cent, indicates a less favorable situation than in 1915. Nor is the increase in seat miles, 4.49 per

cent, equal to that in passengers. Combining the figures for 1915 with those for 1916 would, however, tend to restore the balance.

Table 18. Car-movement totals for New York City, with annual increase, 1907-1916

	Regular passenger-car miles (active)	Car-seat miles (active) in thousands	Passenger-car hours (active and idle)
1907.....	¹ 251,022,301	² N. R.	³ N. R.
1908.....	¹ 271,825,963	² N. R.	³ N. R.
Increase.....	20,803,662	_____	_____
Per cent.....	8.29	_____	_____
1909.....	267,643,385	² N. R.	⁴ 26,441,409
Increase.....	D 4,182,578	_____	_____
Per cent.....	D 1.54	_____	_____
1910.....	280,200,140	12,963,364	27,472,771
Increase.....	12,556,755	_____	1,028,362
Per cent.....	4.69	_____	3.89
1911 ⁵	295,943,623	13,792,228	28,605,246
Increase.....	15,743,483	828,864	1,132,475
Per cent.....	5.62	6.39	4.12
1912.....	309,168,327	14,427,034	29,851,508
Increase.....	13,224,704	634,806	1,246,262
Per cent.....	4.47	4.60	4.36
1913.....	311,474,273	14,610,782	29,781,210
Increase.....	2,305,946	183,748	D 70,298
Per cent.....	0.75	1.27	D 0.24
1914.....	312,860,190	14,800,659	29,892,829
Increase.....	1,385,917	189,877	111,618
Per cent.....	0.44	1.30	0.37
1915 ⁶	318,973,588	15,189,514	30,173,034
Increase.....	6,113,398	388,855	280,206
Per cent.....	1.95	2.63	0.94
1916.....	328,585,401	15,871,548	30,583,644
Increase.....	9,611,813	682,034	410,610
Per cent.....	3.01	4.49	1.36

The 1916 increase in car mileage is entirely due to the rapid-transit lines. The latter show an increase of 9,797,638 car miles, while the surface lines show a decrease of 185,825. It appears, therefore, that the 26,000,000 increase in fare passengers on the surface lines was not accompanied by any corresponding increase in car service.

¹ Includes some chartered-car miles for the Union and the Westchester Electric, which companies did not report them separately.

² The recording and reporting of car-seat miles was first required in January, 1909.

³ Returns so incomplete as not to warrant the computation of a total.

⁴ Largely estimated. See footnotes in 1909 Report, Volume III, page 562ff.

⁵ The New York & North Shore is included in 1911 for the first time.

⁶ The Brooklyn & North River is included in 1915 for the first time.

Passenger car miles have increased every year since 1907 except in 1909. This decrease of 1909 coincides with a marked decrease in the number of transfers. But a direct connection between the two cannot properly be inferred. The two decreases probably result from the placing of various companies under receivers. The number of transfer points was thereby automatically reduced, unified control being superseded by separate control for different units. At the same time the receivers doubtless felt compelled to economize by radically cutting service.

It has already been shown that fare passengers increased 44.35 per cent from 1907 to 1916. During the same time passenger-car miles increased only 30.90 per cent. The data for car-seat miles do not weaken the natural inference from such a comparison. With car-seat miles as the unit of measurement, service has increased 22.43 per cent since 1910. During the same period fare passengers increased 24 per cent and passenger-car miles, 17.27 per cent.

The presentation of the statistical relation between car service and traffic is specifically provided for in Table 19, which compares traffic ratios for 1915 and 1916 by groups of roads and kinds of transit. The general ratio of passengers to car miles was nearly, though not quite, the highest in 1916 that it has been at any time since 1907. However, the number of seat miles supplied per passenger was greater, and thus more favorable to the public than it has been since 1912, except in 1915. The fact that the ratio decreased from 8.40 in 1915 to 8.36 in 1916 may be due merely to the naturally lagging tendency of the car mile response to increase in passengers.

Car movement across the East river bridges is a rough index of passenger traffic from the boroughs of Brooklyn and Queens to Manhattan and vice versa. There is, besides, the traffic by ferries and by tunnel under the river, and the non-toll car trips of the Fourth Avenue line across the Manhattan bridge. Text Table 20 gives the toll-car trips across the bridges. It has been compiled from records kept by the Department of Plant and Structures. Any diversion of traffic from other lines to the Fourth Avenue line should be reflected in these data as compared with the corresponding figures for 1915 published in Table 21 of volume II of the Annual Report for that year. In fact, comparison of the

number of passenger car trips on the elevated lines over the Brooklyn bridge by six-month periods during 1915-1916 shows a progressive and marked decrease.

Table 19. Revenue passengers in relation to car miles and to seat miles, 1915 and 1916
PASSENGERS TO CAR MILES SEAT MILES TO PASSENGERS

GROUPS OF ROADS	RATIOS		Points difference between ratios	RATIOS		Points difference between ratios
	1915	1916		1915	1916	
Hudson & Manhattan.....	7.67	8.13	+0.46	5.74	5.41	—0.33
Interborough.....	4.87	4.96	+0.09	10.87	10.08	—0.19
Subway division.....	5.19	5.30	+0.11	10.01	9.82	—0.10
Elevated division.....	4.55	4.62	+0.07	10.56	10.39	—0.17
Brooklyn Rapid Transit.....	5.52	5.52	.....	8.76	9.13	+0.37
Elevated division.....	5.02	5.02	.....	10.63	11.72	+1.09
Surface division.....	5.84	5.88	+0.04	7.72	7.54	—0.18
Bridge locals.....	16.94	16.66	—0.29	2.24	2.26	+0.02
Brooklyn bridge.....	16.52	17.23	+0.71	2.18	1.98	—0.20
Manhattan bridge.....	11.81	12.85	+1.04	3.71	3.67	—0.04
Williamsburg bridge.....	21.93	19.72	—2.26	1.71	1.81	+0.10
Queensboro bridge.....	12.35	12.53	+0.18	2.38	2.33	—0.05
Manhattan surface.....	7.70	8.06	+0.36	5.59	5.35	—0.24
Conduit-electric.....	7.97	8.31	+0.34	5.60	5.36	—0.24
Storage-battery.....	4.49	4.87	+0.38	5.76	5.53	—0.23
Horse.....	4.84	5.14	+0.30	4.03	3.79	—0.24
Bronx surface.....	4.98	5.21	+0.23	9.18	8.57	—0.61
Trolley.....	4.99	5.22	+0.23	9.19	8.58	—0.61
Storage-battery.....	3.24	3.71	+0.47	7.47	6.73	—0.74
Horse.....	3.96	.....	——	6.45	.....	——
Brooklyn (excl. B. R. T.).....	5.09	7.87	+2.78	6.88	4.49	—2.39
Trolley.....	6.28	9.48	+3.20	6.09	4.05	—2.04
Storage-battery.....	1.71	1.94	+0.23	15.20	12.34	—2.86
Queens (excl. B. R. T.).....	4.92	5.07	+0.15	8.96	8.59	—0.37
Richmond.....	4.27	4.49	+0.22	9.74	10.26	+0.52
Underground.....	5.45	5.58	+0.13	9.39	9.18	—0.21
Elevated.....	4.71	4.77	+0.06	10.59	10.92	+0.33
Total rapid-transit.....	5.02	5.11	+0.09	10.04	10.12	+0.08
Conduit-electric.....	7.97	8.31	+0.34	5.60	5.36	—0.24
Trolley.....	5.72	5.83	+0.11	7.83	7.58	—0.25
Storage-battery.....	4.39	4.77	+0.38	5.87	5.62	—0.25
Total electric surface.....	6.48	6.67	+0.19	6.83	6.59	—0.24
Horse.....	4.83	5.14	+0.31	4.04	3.79	—0.25
Grand total.....	5.67	5.78	+0.11	8.40	8.36	—0.04

Grand-total ratios by years

	Pas- sengers to car miles	Difference from previous year	Seat miles to pas- sengers	Difference from previous year
1908 ¹	4.99	——	——	——
1909 ¹	5.19	+0.20	——	——
1910.....	5.46	+0.27	8.47	——
1911.....	5.42	—0.04	8.60	+0.13
1912.....	5.44	+0.02	8.58	—0.02
1913.....	5.68	+0.24	8.26	—0.32
1914.....	5.80	+0.12	8.16	—0.10
1915.....	5.67	—0.13	8.40	+0.24
1916.....	5.78	+0.11	8.36	—0.04

¹ Based on active and idle car miles

MANHATTAN BRIDGE									
Manhattan Bridge 3-Cont Line.....	8,480	8,000	8,369	8,247	48,825	49,551	101,476	96,376	
Brooklyn & North River.....	13,043	12,519	12,799	6,472	78,537	85,457	160,310	130,904	
Total, Manhattan bridge.....	21,523	20,519	21,168	14,719	124,362	135,008	261,786	227,280	
BRIDGE									
1.....	9,716	9,250	9,439	9,495	58,639	57,321	113,148	115,980	
2.....	32,991	33,148	31,422	20,687	196,013	182,887	376,714	378,900	
3.....	7,014	7,725	6,520	.....	752	13,862	15,746	14,614	
4.....	49,781	60,186	7,274	7,596	45,516	45,731	85,163	91,247	
5.....	5,610	5,430	5,783	47,978	300,990	309,501	690,771	690,751	
6.....	938	931	5,557	5,557	32,003	33,495	66,913	66,486	
7.....	5,701	5,604	5,929	5,929	6,596	5,041	11,106	10,987	
8.....	6,846	6,808	5,746	5,999	39,356	38,265	77,826	71,499	
9.....	.....	.....	845	.....	.....	1,810	2,850	1,810	
10.....	.....	.....	1,551	.....	530	3,165	3,956	3,966	
11.....	6,348	6,075	6,660	6,348	26,766	27,699	74,187	74,304	
12.....	34	47	51	17	191	160	444	351	
13.....	6,764	6,468	6,658	6,695	38,009	39,601	77,736	77,619	
14.....	1,329	1,651	1,537	1,798	5,710	6,768	17,758	18,468	
15.....	6,492	6,297	6,528	6,484	26,764	26,893	74,926	75,060	
16.....	4,575	4,459	4,580	4,785	26,912	28,150	54,180	55,112	
17.....	1,496	1,469	1,846	1,512	8,693	9,393	18,174	18,464	
18.....	11,162	11,147	11,104	11,032	64,401	65,576	128,965	130,077	
19.....	6,154	5,800	6,020	5,968	34,456	35,374	70,216	69,830	
20.....	6,633	6,593	8,169	6,799	39,941	42,838	82,933	82,779	
21.....	21,563	20,717	20,510	21,610	124,380	126,548	251,872	250,908	
22.....	17,609	17,155	17,635	15,816	102,143	87,166	206,775	199,309	
23.....	7,457	7,336	7,471	6,637	43,182	34,539	89,176	77,740	
24.....	8,597	8,724	7,727	1,140	51,251	29,375	102,382	90,626	
25.....	1,192	1,150	1,340	7	7,184	3,987	14,631	11,171	
26.....	5,663	5,485	5,356	2,563	32,404	23,051	65,831	55,455	
27.....	5,314	5,147	4,977	1,961	30,630	20,634	61,720	51,264	
28.....	137,255	134,243	139,838	119,469	769,183	761,634	1,623,844	1,660,757	
Total, Williamsburg bridge.....	183,976	184,366	194,493	167,447	1,100,043	1,051,435	2,214,615	2,151,478	
29th street line.....									

29th street line.

Table 20. Car trips (round) over the East River bridges, 1916 — Concluded

BRIDGE, COMPANY AND LINE	SIX MONTHS						YEAR ENDED—	
	January	April	July	October	January- June, 1916	July- December, 1916	June 30, 1916	December 31, 1916
QUEENSBORO BRIDGE								
New York & Queens Co.:								
College Point.....	3,715	3,626	4,327	2,753	22,518	19,639	45,725	42,157
Dutch Kills.....	5,467	5,724	5,559	5,069	33,405	30,544	68,118	63,949
Steinway.....	7,227	7,726	10,709	5,862	47,391	47,038	101,034	94,429
Corona.....	5,685	5,776	6,010	4,063	34,836	29,824	70,405	64,660
Flushing.....	6,244	6,487	6,404	4,881	37,325	34,612	77,477	71,937
Shuttle cars.....	21	.....	.....	.....	21	.....	77	21
Manhattan & Queens:								
Local line (bridge locals).....	5,659½	6,109½	6,207	7,217½	35,965½	39,380	69,999	75,345½
Main line.....	2,988½	3,121½	4,008	3,697½	19,375½	21,822	39,884	41,197½
Third Ave. Bridge Co. (42d St., M. & St. N. Ave.).....	7,509	7,322	7,183	2,496	43,363	27,632	88,537	70,996
Total, Queensboro bridge.....	44,516	45,892	50,407	36,039	274,200	250,491	561,256	524,691

Distribution of Traffic by Kind of Transit

In Table 21 the distribution of traffic among the various kinds of transit shown in the Traffic Summary is stated relatively in terms of per cent. Comparison of traffic on rapid-transit lines with that on surface lines shows that the fare passengers on the former were 50.25 per cent of the whole in 1916. Of the total passenger car mileage, that on the rapid-transit lines for 1916 accounts for 56.84 per cent. The proportion of rapid-transit car miles in the total is greater than that of traffic, and correspondingly less for the surface lines. This situation is due principally to the fact that traffic on rapid-transit lines is predominantly long-haul while traffic on the surface is comparatively short-haul.

Table 21. Relative importance of the traffic of the various kinds of transit, as shown by per cent distribution of passengers and of car miles, 1915 and 1916

GROUPS OF ROADS	REVENUE PASSENGERS			CAR MILES		
	PER CENT DISTRIBUTION		Difference in points per cent	PER CENT DISTRIBUTION		Difference in points per cent
	1915	1916		1915	1916	
Underground.....	22.38	22.90	+0.52	23.27	23.71	+0.44
Elevated.....	26.79	27.35	+0.56	32.21	33.13	+0.92
Total rapid-transit.....	49.17	50.25	+1.08	55.48	56.84	+1.36
Conduit-electric.....	21.91	21.45	—0.46	15.58	14.91	—0.67
Trolley.....	27.82	27.25	—0.57	27.54	26.99	—0.55
Storage-battery.....	0.89	0.86	—0.03	1.15	1.04	—0.11
Total electric surface.....	50.62	49.56	—1.06	44.27	42.94	—1.33
Horse.....	0.21	0.19	—0.02	0.25	0.22	—0.03
Grand total.....	100.00	100.00	.....	100.00	100.00	.....

V. FINANCIAL STATISTICS (STREET RAILWAYS)

Comparative Summary of Financial Data, 1915 and 1916

(A) REVENUE AND REVENUE DEDUCTIONS, FOR OPERATING COMPANIES

ITEMS	1915	1916	INCREASE	
			Absolute	Per cent
<i>Operating revenues</i>				
Passenger.....	\$88,783,011 93	\$93,176,216 05	\$4,393,204 12	4.96
Freight.....	667,778 97	534,525 27	D 133,253 70	D 19.99
Mail.....	20,110 31	13,009 20	D 7,101 11	D 35.35
Express.....	2,222 91	883 75	D 1,339 16	D 60.25
Special-car.....	31,409 61	29,053 93	D 2,415 68	D 7.61
Miscellaneous transportation...	30,804 94	38,202 95	7,398 01	24.04
<hr/>				
Total transportation revenue.....	\$89,535,398 67	\$93,791,891 15	\$4,256,492 48	4.75
<hr/>				
Car and station privileges (including advertising).....	\$1,484,966 88	\$1,472,809 88	D \$12,159 50	D 0.82
Rent of land and buildings....	266,544 14	485,927 51	169,383 37	63.55
Rent of equipment.....	284,940 35	385,150 00	100,209 65	35.17
Rent of track and terminals...	653,537 83	552,026 07	D 101,511 76	D 15.53
Sale of power.....	1,370,798 49	1,948,495 73	577,697 24	42.14
Miscellaneous.....	48,240 05	41,895 36	D 6,344 69	D 13.15
<hr/>				
Total non-transportation revenue.....	\$4,109,029 74	\$4,836,294 05	\$727,264 31	17.70
<hr/>				
Total operating revenues..	\$93,644,428 41	\$98,628,185 20	\$4,983,756 79	5.32
<hr/>				
<i>Operating expenses</i>				
Maintenance of way and structures (excl. depreciation)....	\$6,581,433 52	\$6,614,553 57	\$33,120 05	1.27
Depreciation of way and structures.....	1,102,616 41	1,410,885 47	308,269 06	27.96
Maintenance of equipment (excl. depreciation).....	6,286,098 60	6,316,427 13	30,328 53	0.48
Depreciation of equipment.....	1,372,638 93	1,374,376 10	1,637 17	0.12
Horse power, revenue-car service	94,788 50	82,425 46	D 12,363 04	D 13.04
Operation of electric power-plant.....	8,392,030 36	8,549,948 73	157,918 37	1.88
Operation of cars.....	20,389,493 94	21,429,291 00	1,039,797 06	5.10
Injuries and damages.....	3,220,545 87	3,334,613 73	114,067 86	3.54
Traffic expenses.....	6,501 78	7,216 41	714 63	10.99
General and miscellaneous....	12,928,403 52	2,918,574 55	D 9,828 97	D 0.31
<hr/>				
Total operating expenses (including depreciation).	\$50,324,601 43	\$52,038,312 15	\$1,713,710 72	3.41
<hr/>				
Total operating expenses (excluding depreciation).	\$47,849,296 09	\$47,253,050 53	\$1,403,754 49	2.93
<hr/>				
Street-railway taxes.....	\$5,811,089 36	\$6,238,460 64	\$427,371 28	7.35
Operating income with provision for amortization.....	37,508,737 62	40,351,412 41	2,842,674 79	7.58
Operating income without provision for amortization.....	39,984,042 96	43,136,673 98	3,152,631 02	7.88
Other income.....	4,312,652 02	4,381,509 59	68,856 97	1.60
Gross income applicable to corporate and leased properties..	41,821,390 24	44,732,922 00	2,911,531 76	6.96

For footnotes, see next page.

(B) INCOME AND SURPLUS ACCOUNTS, FOR OPERATING COMPANIES

ITEMS	1915	1916	INCREASE	
			Absolute	Per cent
<i>Income deductions</i>				
Interest on funded debt and debentures.....	\$13,066,287 45	\$14,196,113 00	\$1,129,825 55	8.65
Other interest.....	3,329,649 99	3,501,847 78	172,197 79	5.17
Rent for lease of road and equipment.....	12,440,842 74	13,045,422 49	604,579 75	4.86
Other rent.....	1,198,330 28	1,302,416 62	104,086 34	8.69
Other deductions.....	285,628 65	334,683 95	49,055 30	17.17
Total deductions.....	\$30,320,739 11	\$32,380,483 84	\$2,059,744 73	6.79
Net corporate income.....	\$11,500,651 13	\$12,352,488 16	\$851,787 03	7.41
<i>Surplus account</i>				
Accumulated balance at beginning of year.....	\$18,937,126 60	\$18,683,878 87	D \$253,247 73	D 1.34
Dividends.....	10,312,756 29	11,102,223 78	789,467 49	7.65
Net adjustments.....	Dr 1,441,142 57	Dr 210,036 34	1,231,106 23	85.43
Accumulated balance at close of year.....	18,683,878 87	19,724,056 91	1,040,178 04	5.57

(C) GROSS AND NET CAPITALIZATION, FOR OPERATING AND LESSOR COMPANIES¹

Stocks outstanding.....	\$268,615,710 00	.....	.....
Funded debt.....	626,813,797 35	\$78,707,973 75	13.33
Unfunded permanent debt owing to system (including holding companies).....	63,580,633 98	758,510 54	1.21
Total capitalization...	\$959,010,141 33	\$74,466,484 29	8.42
Deductions from gross capitalization for duplications (holdings by st. ry. cos. included in list):			
Stocks.....	\$25,480,200 00	.....	—
Funded debt.....	13,604,676 57	.....	—
Unfunded permanent debt..	25,451,447 86	.....	—
Total.....	\$64,539,324 43	.....	—
Net capitalization, i. e. securities outstanding in the hands of the public (including holding companies):			
Stocks.....	\$243,135,510 00	.....	—
Funded debt.....	613,209,120 78	.....	—
Unfunded permanent debt.	38,126,186 12	.....	—
Total.....	\$894,470,816 90	.....	—

¹ Differs from 1915 figure shown in Summary in Report for that year, because of a correction in the 1915 returns of one of the companies made too late to change the table.

² Differs from 1915 figure shown in Summary in Report for that year because of a transfer in the 1915 company returns of an item from Railway and outside operating taxes to Other income deductions too late to change the table.

³ This section is made up on a new basis this year, and conforms to the new arrangement in Table XIX. The increases shown were made up from the data shown in Table XIX, Divisions B and F, plus actual increase in New York City corporate stock outstanding applicable to lines in operation.

The Financial Summary immediately preceding is in the same form as in the Report for 1915 except that Division C, Gross and Net Capitalization, includes in addition to stocks and funded debt, a third element of real capitalization, i. e., unfunded permanent debt owing to system companies. Deductions from gross capitalization include only the stocks and obligations in the hands of the reporting operating and lessor street railways. A more adequate view of net capitalization would require the inclusion of the issues of holding companies, and also the deduction of their holdings. It happens that in the street-railway intercorporate systems, the dominating holding company is usually a business corporation not subject to the jurisdiction of the Commission. In drawing the distinction between gross and net capitalization it should be borne in mind that part of the difference between the two is potentially net as the associated companies may dispose of their holdings, but such a contingency is remote.

It will be noted that the statement of income and deductions therefrom is for the operating companies only, whereas the statement of gross and net capitalization is for the operating and lessor companies combined. Since the property of the lessor companies is in the hands of the operating companies, it is the capitalization of both which is properly comparable to the revenues arising from the operation of both, the latter being shown complete in the income statement of the operating companies. There are inherent duplications in the Summary because of intercompany sales of power and rents of property. These duplications are not cancelled out until the net corporate income figure is reached.

Revenues and their Disposition

As the decrease in operating revenues in 1915 reflected the general business depression in that year, so the increase in revenues this year reflects the general business recovery. The 1915 decrease in operating revenues of \$511,093 was followed by an increase this year of \$4,983,757. The large increase shown in revenues from sale of power is noteworthy, but is not due to the railway business supplying outsiders. It is occasioned by the New York Railways ceasing the generation of power and buying its supply from the Interborough Rapid Transit Company. The

New York Railways stopped generating its own power altogether on August 14, 1915. During the year it paid \$681,532 to the Interborough for power. This is properly deductible from the \$4,983,757 mentioned above, since the item is in effect a duplication. That is, it does not constitute an addition to the revenues of the street railways of the city from the viewpoint of a consolidated income statement. After such allowance, the increase in revenues becomes \$4,302,225. The decrease in freight revenues is in the Brooklyn Rapid Transit system. Only two companies besides the South Brooklyn carry on a freight business, i. e., the Union and Bush Terminal, and their combined revenues of only about \$41,000 have remained practically the same.

Of the \$98,628,000 operating revenues, \$93,176,000, or 94.5 per cent, is from the passenger business. The other revenues have somewhat the character of by-products. If there were deducted the various revenues accruing from the rent of property or sale of power from one street railway to another, the percentage of revenues arising from the passenger business would be shown to be even larger than the ratio given.

The increase in operating revenues of \$4,984,000 was accompanied by an increase in operating expenses of \$1,714,000, of which \$310,000 was the increase in depreciation. As the companies in the Third Avenue system ceased making charges for depreciation on December 31, 1915, other companies evidently made more ample provision therefor. For the companies whose depreciation charges were determined by the number of car miles, the total of depreciation plus repairs of course increased as car miles increased, provided there was no change in the rate of depreciation. The maintenance exclusive of depreciation increased only \$113,000. The other changes in the operating expenses are not marked, though it is noticeable that the expenses on account of horse-car operation continue to decrease. The tax burden on income showed an increase of \$427,000, due in large part to increased taxable income. There was an increase of \$789,000 in dividends declared during the year.

Further analytical data by companies and by accounting items for the income and balance-sheet statements can be found in the general tables and in the abstracts of returns given elsewhere in

this volume. With reference to the New York Railways and the Hudson & Manhattan in particular—companies with large amounts of adjustment income bonds—the reader should consult the abstracts. In general, for the significant details of the surplus adjustments of all the companies, the abstracts should be examined.

Of the various operating ratios given in much detail in general Table XV, some of the most important are brought together in text Table 22. The first column shows the revenue per unit of roadway; the second and third, the revenue and expense per unit of use of equipment, while the last shows the operating ratio.

Table 22. Fundamental ratios for street-railway operations, by companies, 1916

OPERATING STREET RAILWAYS	Revenue per mile of track	Revenue per car mile (cents)	Operating expenses per car mile (cents)	Operating ratio (expenses to revenues, per cent)
Interborough Rapid Transit.....	\$191,833	25.39	9.91	39.03
Subway division.....	245,620	26.87	9.54	35.52
Elevated division.....	152,826	23.86	10.29	43.14
Hudson & Manhattan.....	232,077	49.08	19.01	38.74
Total.....	\$195,251	26.65	10.40	39.00
BROOKLYN RAPID TRANSIT				
New York Consolidated.....	\$64,133	25.28	14.01	55.42
Brooklyn Heights.....	39,429	31.07	18.33	59.99
Bridge Operating.....	86,041	31.19	17.90	57.38
Brooklyn, Queens Co. & Sub.....	28,492	27.24	17.97	65.95
Coney Island & Brooklyn.....	39,283	28.75	17.87	62.14
Coney Island & Gravesend.....	9,867	31.11	21.79	70.05
Nassau Electric.....	37,218	27.69	18.78	67.82
South Brooklyn.....	46,725	39.41	22.91	58.12
Total.....	\$44,190	28.05	16.81	59.93
MANHATTAN SURFACE				
New York Railways.....	\$92,161	39.92	24.37	61.06
Second Avenue, Receiver.....	36,902	28.89	20.10	69.57
Brooklyn & North River.....	51,111	19.30	18.64	96.58
Third Avenue.....	119,573	57.44	30.65	53.36
Dry Dock, E. B'way & B., Recr.....	36,789	33.07	25.99	78.59
42d St., Manh. & St. N. Ave.....	95,595	48.40	23.88	40.30
Belt Line.....	36,352	36.69	24.47	66.70
Mid-Crosstown.....	15,934	18.81	23.85	126.83
Total.....	\$81,879	41.40	24.86	60.05
BRONX SURFACE				
N. Y. City Interborough.....	\$23,175	27.90	16.21	58.11
Pelham Park & City Island.....	6,928	18.70	22.43	119.97
Southern Boulevard.....	23,518	27.79	17.50	62.95
Union.....	22,431	27.27	18.16	66.60
Westchester Electric.....	13,048	23.48	17.85	76.04
Total.....	\$20,717	26.77	17.81	66.52

Table 22. Fundamental ratios for street-railway operations, by companies, 1916 — Continued

OPERATING STREET RAILWAYS	Revenue per mile of track	Revenue per car mile (cents)	Operating expenses per car mile (cents)	Operating ratio (expenses to revenues, per cent)
QUEENS SURFACE (EXCL. B. R. T.)				
New York & Queens County.....	\$19,608	28.36	22.43	96.04
Long Island Electric.....	9,874	26.37	23.56	89.33
New York & Long Island.....	10,212	25.21	20.15	79.93
Ocean Electric.....	17,976	31.43	19.41	61.75
New York & North Shore.....	4,415	27.25	16.93	62.12
Manhattan & Queens.....	17,145	29.18	19.77	67.76
Total.....	\$13,388	25.02	21.49	85.89
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.	\$13,535	26.09	18.56	71.14
State Island Midland.....	11,156	19.85	17.22	86.74
Southfield Beach.....	3,432	40.96	16.69	40.74
Total — Richmond.....	11,897	22.96	17.85	77.74
Manhattan Bridge 3-Cent Line.....	28,785	31.40	20.95	66.52
Bush Terminal.....	9,244	132.25	346.81	262.21
Van Brunt St. & Erie Basin.....	25,019	24.61	15.79	64.14
Marine.....	3,034	9.72	14.92	153.44
Total — Miscellaneous Brooklyn.....	17,598	31.42	31.97	101.75
Total.....	\$12,874	24.51	20.43	83.36
Grand total.....	\$61,075	29.36	15.49	52.76

Grand-total ratios by years

1910.....	\$54,166	27.93	15.29	54.77
1911.....	54,574	27.80	15.27	54.92
1912.....	57,694	27.95	15.04	53.82
1913.....	59,536	28.94	15.15	52.36
1914.....	59,960	29.39	15.64	53.23
1915.....	59,459	28.67	15.40	53.74
1916.....	61,075	29.36	15.49	52.76

For 1916, the revenue per mile of track for all companies combined is \$61,075, as compared with \$59,459 for 1915, an increase of \$1,616. The corresponding figure for 1910 was only \$54,166. The subway division of the Interborough derived a revenue of \$245,620 for each mile of track, which was \$11,573 more than it received in 1915 and \$15,046 more than in 1914. Apparently this division's maximum revenue per mile of track has not yet been reached. For the elevated division the revenue per mile of track was not quite two-thirds the figure for the subway division. For the Hudson & Manhattan the figure was \$232,077, as compared with \$218,343 in 1915 and \$224,101 in 1914. The B. R. T. rapid-transit lines, entered in the table as New York

Consolidated, suffered a decrease from \$73,400 to \$64,133 due to the increased mileage of track owned by the city or the New York Municipal and operated under rapid-transit Contract No. 4. It will be noted that for these lines there was no decrease in revenue per car mile, but an increase from 25.09 cents to 25.28. The other changes in the Brooklyn Rapid Transit system, and the changes in the companies other than those mentioned above are not noteworthy. The indicated operating ratio for all companies combined decreased from 53.74 per cent to 52.76 per cent.

Table 23 shows in the form of per cent indices comparative figures for the growth of passenger revenue on the basis of the figures for 1910.

Table 23. Ratio (per cent) of passenger revenue for each year from 1908 to 1916 to the amount for 1910, by groups of roads

GROUPS OF ROADS	1908	1909	1910	
			Per cent	Amount
Hudson & Manhattan.....	10.2	33.1	100.0	\$2,141,999
Interborough Rapid Transit.....	85.3	95.1	100.0	28,180,381
Subway division.....	74.5	88.7	100.0	13,435,535
Elevated division.....	95.2	94.0	100.0	14,684,846
Brooklyn.....	93.4	93.6	100.0	31,958,693
New York Consolidated ¹	90.5	91.3	100.0	7,544,848
Other B. R. T. roads.....	93.6	94.1	100.0	12,910,282
Other Brooklyn roads.....	106.5	100.8	100.0	1,503,563
Manhattan surface.....	97.6	96.4	100.0	18,677,788
Bronx surface.....	74.4	89.8	100.0	2,806,588
Queens (excl. B. R. T.).....	88.8	90.7	100.0	1,684,008
Richmond.....	93.9	97.0	100.0	584,272
Total.....	88.3	91.6	100.0	\$75,973,728

GROUPS OF ROADS	1911	1912	1913	1914	1915	1916
Hudson & Manhattan.....	123.1	147.7	161.0	163.8	160.2	170.93
Interborough Rapid Transit..	102.7	107.9	112.7	115.8	115.0	121.44
Subway division.....	102.9	112.6	121.7	126.5	128.4	138.07
Elevated division.....	102.6	103.5	104.4	105.0	102.7	106.23
Brooklyn.....	104.9	109.8	115.5	118.2	117.9	124.38
New York Consolidated ¹	103.1	106.0	107.8	113.4	110.9	128.61
Other B. R. T. roads....	106.0	113.7	120.4	² 133.5	134.3	136.39
Other Brooklyn roads...	104.6	95.0	112.7	³ 11.2	11.9	12.56
Manhattan surface.....	102.9	106.4	109.9	108.3	² 106.0	108.61
Bronx surface.....	110.8	119.3	131.5	140.6	143.7	149.01
Queens (excl. B. R. T.).....	122.9	131.4	138.4	145.7	153.1	157.59
Richmond.....	105.0	110.6	115.7	119.5	122.1	126.96
Total.....	104.7	110.1	115.5	117.6	116.9	122.64

¹ Prior to 1913, the Brooklyn Union Elevated and the Sea Beach.

² During the fiscal year 1914 the Coney Island & Brooklyn became part of the B. R. T. system and its earnings are included in those of the latter in 1914 for the first time. The corresponding figures on the old basis are 121.3 for "Other B. R. T. roads," and 116.2 for "Other Brooklyn roads."

³ Includes the Brooklyn & North River in 1915 for the first time.

All the groups of roads show an increase over 1915. During the period since 1910, the business of the Hudson & Manhattan has developed most. This occurred during the first two years of the period, and was due chiefly to the opening of the downtown tunnels during the fiscal year 1910. The conspicuously large increase of the New York Consolidated in 1916 was also due to new facilities. With the exception of the Hudson & Manhattan, the business of the roads serving other boroughs than Manhattan has increased since 1910 more than has the business of the roads in that borough combined. The six-year gain for all companies combined has been 22.64 per cent.

Depreciation

The Public Service Commission entered upon its duties on July 1, 1907. Its order relating to the accounts that are closed into the income statement, including the depreciation accounts, was made effective on July 1, 1909. As the rules of depreciation to be adopted by the companies were to be based on the preceding five years' experience, ample time appears to have been given to judge of the adequacy of depreciation requirements and practices.

The intent of the accounting order with regard to depreciation is stated in the 1908 Annual Report, Vol. I, Appendix F, pp. 395-405, embodying the report of the then Commissioner Maltbie. A discussion of what constitutes depreciation and of the importance of proper accounting for it is here unnecessary. The two specific objects contemplated in the order are as follows: (1) Total maintenance accruable in a given year should be provided for by charges made to operating expenses in that year; (2) the charges in question should be made according to some definite and appropriate rule. If these two desiderata were realized, fluctuations in maintenance expenses due to neglect, extensive reconstruction, etc., would be eliminated and a proper proportion of the expiration of the life of long-term property would be annually accounted for. Though not embodied in the language of the order, it was expected that a rule of depreciation when adopted would be adhered to for a period of years, for it is obvious that for the purposes in view a *series* of different rules is in effect no rule at all. A noticeable feature of the regulations is the fact that the rate of depreciation was not specified by the Commission. The responsibility

for the propriety and adequacy thereof was put upon the companies. The possible claim of a company that its special situation demanded special treatment was also met. It is also not impossible that the Commission wished to put itself in position to learn something from the companies on the subject of depreciation rates, but the meager data obtained must have disappointed any such expectation. To insure the propriety and adequacy of such rates, it was required that the rule of depreciation adopted by each company should be filed, together with a sworn statement containing the expert opinions and estimates upon which it was based.

What the order did not attempt should be borne clearly in mind. As already said, the rate was not prescribed. In addition, the basis of the rate was not specified. Uniformity of bases of rates as between companies was not required. As the various properties and their use were not uniform, the determination of these matters was left to the experience of the companies. It should also be noted that a depreciation *fund* was not required. A depreciation reserve, which is a credit balance under the accounting order, does not necessitate or imply a depreciation fund. Whether the company has cash, investments or other assets to make up the amount of the reserve depends upon the management of the company, or sometimes upon the order of the Commission in some specific case coming before it. The depreciation accounting *required* consists of charges to operating expenses with concurrent credits to the reserve, and when capital is retired, charges to the reserve with concurrent credits to fixed capital. Whether in addition to the above the company makes credits to cash and concurrent charges to a depreciation *fund* is optional. The effect of the requirements of the accounting order is a correct statement of income, provided only that the depreciation rate adopted is correct.

How the rule of depreciation would be developed according to the plan contemplated may be readily illustrated. The illustration following also shows how little cause there should be for changing a well-considered rule. The rate should be determined by a consideration of the life of the various classes of property, regardless of whether its basis be car-miles or operating revenue or something else. With the average life of the various classes of fixed capital agreed upon, the rest is straight-ahead computation.

As a matter of fact, what is called the rule of depreciation is a rule of total maintenance, the former designation being proper, as the total maintenance, less the repairs, produces the charges to depreciation. Accordingly, to state the matter more accurately, not only the life of the various classes of property, but also the repairs necessary to keep such property in good operating condition, should be determined in formulating the rule.

The following tabular statement shows various classes of equipment, representative investment in each class, life in service, and other depreciation data. The figures are not merely hypothetical, though not relating to any particular concrete case.

CLASS OF PROPERTY	Cost and book value	Life in service if kept in good operating condition through repair	Depreciation per year	Average annual repairs during preceding five years
Organization.....	\$20,000	Permanent	None	
Land.....	450,000	Permanent	None	
Grading.....	160,090	30 years	\$5,833 83	\$48,191 27
Ties.....	40,000	20 years	2,000 00	
Rails.....	125,000	28 years	4,464 29	
Underground construction.....	200,000	50 years	4,000 00	
Transmission and distribution system..	80,000	20 years	4,000 00	
Power-plant building.....	140,000	50 years	2,800 00	
Sub-station building.....	10,000	20 years	500 00	
<hr/>				
Power-plant electric equipment.....	\$300,000	20 years	\$15,000 00	\$33,187 43
Sub-station equipment.....	30,000	20 years	1,500 00	
Cars.....	270,000	30 years	9,000 00	
<hr/>				
Depreciable property, way and struc- tures.....	\$755,000	.....	\$23,097 62	\$48,191 27
Depreciable property, equipment.....	600,000	.....	25,500 00	38,187 43
<hr/>				
				Amount
Annual total maintenance, way and structures.....				\$71,288 89
Annual total maintenance, equipment.....				58,687 43
Average number of revenue car miles during last five years.....				1,748,292
Provision for total maintenance under the rule, way and structures..			4.078 cents per rev. car mile	
Provision for total maintenance under the rule, equipment.....			3.357 cents per rev. car mile	

If the car mileage increased or decreased the following year, a correspondingly greater or less total maintenance expense would be included in the income account. It will be seen that, on the other hand, only most unusual developments such as would materially affect the life of the various classes of property, or, on the other hand, permanent changes in the costs of labor and supplies making up the repairs element, would warrant changing the rule of depreciation. An increase or decrease in traffic would not, in

theory, be such an unusual development, because consideration of the experience of the preceding five years would take into account such expected increase and because facilities to be repaired and for whose depreciation provision must be made would likewise increase or decrease. However, it must be admitted that there is an element of weakness or inaccuracy at this point in the predictive computation of depreciation, since the property does not increase or decrease *in proportion* to traffic, and therefore a simple and definite relation between the growth of traffic and the size of the depreciation charge cannot easily be formulated. The more intensive use of existing facilities that is one of the normal results of increased traffic involves a higher rate of replacement as well as of repair, but not *in proportion* to the increase in car miles. When circumstances have so changed, it should, of course, be revised.

The year following the adoption of the rules might be one of unusually high prices for way-and-structures material. Good judgment might lead the officers of the company to consider that the saving to be effected by delaying track repairs until the cost of the necessary materials (or labor) fell would be greater than the disadvantage of having harder wear and tear on their equipment by reason of the temporarily neglected track. But according to the illustration, under such circumstances \$71,288 is the burden on each year's income even if the company does fail fully to keep up its property by repairs. Accordingly the amount shown as expense for complete maintenance, i. e., maintenance of the investment unimpaired, is independent of the charges for repairs. It is dependent on revenue car miles, but in a way determined by the life of the property. Income accounts handled as contemplated cannot be made to show large net revenues by neglecting the property. The illustration also shows how — if the rule is frequently changed — the purpose of the accounting order as regards depreciation is defeated.

The illustration shows the significance of changes in rates of depreciation. As appears in Table 25, some of the companies have increased their rates by 100 per cent. If done in good faith, such a change means that the engineering and other experts of the company have re-estimated the life of the fixed capital as being very different from what they estimated it to be only a very few years before. An inquiry as to what items of fixed capital

have a period of life so little known at the time of the earlier estimate and so well ascertained since as to justify such changes would seem appropriate.

A word concerning the account, General amortization, is necessary. Expiration of franchises of limited term, which are independent of maintenance, is provided for under the above account under general operating expenses. The concurrent credit is made to the same reserve as credits concurrent to the depreciation charges, as are also credits concurrent to charges against income for amortization of landed capital. The balances of the reserves shown in Table 24 are in part made up from concurrent charges to General amortization, to Gross income, and to Surplus; for example, \$1,000,000 charged to Surplus by the Brooklyn Rapid Transit companies in 1914 is included. Accordingly the reserves are not entirely the results of charges to operating maintenance. Segregation in separate reserves for the depreciation of the different classes of property, much less of the different classes of equipment, as now provided by the Interstate Commerce Commission's accounting classification for steam roads, is not required. Accordingly insufficient reserve for depreciation of way and structures may be counter-balanced by excess of reserve for depreciation of equipment, or vice versa. The language of the accounting order giving the definition of depreciation, and its description of the procedure to be followed, as stated in the Depreciation of way and structures account, is as follows:

“Each month the sum of the amounts charged for that month to the foregoing repair accounts in the Maintenance of Way and Structures shall be compared with the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during the month on all way and structures of the accounting corporation. If the estimated deterioration exceeds the total repairs, the account ‘Depreciation of way and structures’ shall be debited and the reserve account ‘Accrued amortization of capital’ shall be credited with an amount equal to the excess. If the sum of the repairs exceeds the estimated deterioration, the account ‘Accrued amortization of capital’ shall be debited and ‘Depreciation of way and structures’ credited with an amount equal to the excess. Where capital is substantially

continuous, such as tracks, and cannot be satisfactorily individualized, the capital shall be kept in efficient operating condition through repair, and the renewals and replacements of parts thereof shall be considered repairs. In the case of buildings, towers, bridges, trestles, and other separate structures capable of being readily individualized, charges to this account must be sufficient to provide (in respect of such capital) in the account 'Accrued amortization of capital' by the time such structures go out of service a reserve equal to the original cost thereof, less salvage, to which account such original cost, less salvage, may be charged except as provided in account (No. S100) 'Fixed Capital December 31, 1908.'

"NOTE.— Until otherwise ordered, the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during any month shall be based on a rule determined by the accounting corporation. Such rule may be derived from a consideration of the said corporation's history and experience during the preceding five years, and the accrual may be on the basis of revenue car-miles. Whatever may be its basis, such rule and a sworn statement of the facts and expert opinions and estimates upon which it is based shall be filed with the Public Service Commission on or before July 1, 1909; each amendment of such rule and a sworn statement of the facts and expert opinions and estimates upon which such amendment is based shall be filed with the Public Service Commission before it is used by the accounting corporation, and shall show the date when it is to be effective."

The rules in effect during 1916, and the balances in the reserves of the various companies as of June 30, 1916, are given in Table 24.

Table 24. Depreciation rates adopted, together with amount of reserve June 30, 1916*
(A) FOR MAINTENANCE (I. E., REPAIRS AND DEPRECIATION): RULES FILED PURSUANT TO THE UNIFORM SYSTEM OF ACCOUNTS

OPERATING STREET RAILWAYS	Basis	Way and structures	Equipment	Total	Reserve June 30, 1916
Interborough Rapid Transit:					
Subway division	Cents per revenue car mile ¹ . .	1.20	1.85	3.05	\$2,013,198 03
Elevated division	Cents per revenue car mile ¹ . .	1.32	1.60	2.93	879,687 36
BROOKLYN RAPID TRANSIT					
New York Consolidated	Per cent of operating revenue.	6.00	9.00	15.00	² 610,096 65
Brooklyn Heights	Per cent of transp. revenue . .	11.20	8.80	20.00	928,270 55
Brooklyn, Queens Co. & Sub.	Per cent of transp. revenue . .	12.75	10.00	22.75	177,464 87
Coney Island & Brooklyn . . .	Per cent of transp. revenue . .	11.20	8.80	20.00	³ Dr 10,572 11
Coney Island & Gravesend . . .	Per cent of transp. revenue . .	12.75	10.00	22.75	16,742 64
Nassau Electric	Per cent of transp. revenue . .	11.62	9.18	20.75	369,474 55
South Brooklyn	Cents per revenue car mile . . .	2.96	2.70	5.66	79,084 52
OTHER COMPANIES					
New York Railways	Per cent of operating revenue.	⁴ 11.75	⁴ 8.25	20.00	2,983,074 42
Bush Terminal ⁵	Per cent of cost of property . .	2.00	20.00	—	20,085 43
Van Brunt St. & Erie Basin . .	Amount annually ⁶	\$825.36	\$1,944.48	\$2,769.84	¹ Dr 3,786 32
New York & Queens County . .	Cents per revenue car mile . . .	6.00	3.00	9.00	263,763 77
Long Island Electric	Cents per revenue car mile . . .	4.50	4.50	9.00	49,930 04
New York & Long Island . . .	Cents per revenue car mile . . .	3.00	3.50	6.50	199,095 30
Ocean Electric	Cents per revenue car mile . . .	⁷ 2.00-3.00	⁷ 3.00-3.50	⁷ 5.00-6.50	27,661 91

* For footnotes, see next page.

Table 24. Depreciation rates adopted, together with amount of reserve June 30, 1916*
— Concluded

(B) FOR DEPRECIATION (IN ADDITION TO REPAIRS) †			
OPERATING STREET RAILWAYS	Per month	Per annum	Reserve June 30, 1916
Hudson & Manhattan.....	\$10,418 08	\$125,016 96	\$1,108,139 35
Third Avenue.....	¹⁰ 13,080 00	" 156,960 00	711,089 80
Dry Dock, E. B'way & B. Recr.....	2,250 00	" 27,000 00	108,000 00
42d St., Manh. & St. N. Ave.....	5,580 00	" 66,960 00	267,840 00
Belt Line.....	5,000 00	" 60,000 00	166,500 00
Mid-Crosstown.....	500 00	" 6,000 00	10,250 00
N. Y. City Interborough.....	2,500 00	" 30,000 00	95,644 58
Southern Boulevard ¹²	420 00	" 5,040 00	20,160 00
Union ¹²	8,670 00	" 104,040 00	416,160 00
Westchester Electric.....	2,500 00	" 30,000 00	105,000 00
Richmond Light & R. R.....	————	¹³ 1c. per rev. car mile	¹⁴ 27,755 89
Staten Island Midland.....	————	¹³ 1c. per rev. car mile	45,686 67
<hr/>			
Per cent of gross receipts			
New York & North Shore ¹⁵	(Ways & str.) 1½	(Equip.) ½	\$3,752 66

The changes in the rates of depreciation provided by the companies' rules in effect during the years 1909–1916 are shown in Table 25. Where new rules have been filed prior to March, 1917, to become effective subsequent to June 30, 1916, such rules have been incorporated in the table. In several cases where companies for some time had a rule on other than a car-mile basis, the

* The following companies made no charge to operating expenses for depreciation of way and structures or of equipment: Second Avenue, Receiver; Pelham Park & City Island; Brooklyn Heights on behalf of the Bridge Operating; Manhattan & Queens; Southfield Beach; Brooklyn & North River. The company last named makes charges to Income deductions to create a reserve for property that will revert to the city. The Manhattan Bridge Three-Cent Line makes charges to General amortization and to Income deductions to create a reserve for property that will revert to the city. Also in October, 1916, it made charges effective as from April 1, 1916, for depreciation of way and structures and for depreciation of equipment at the rate of \$1,440 and \$2,560 respectively, per annum. The entire fixed capital account of the Marine Railway was written off during the year 1915; the reserve is therefore no longer maintained and no charges have been made since March, 1915.

¹ As provided for by the rule; in practice the company includes also non-revenue car miles.

² Includes \$25,255.44 fund for replacement of retired property of existing railroads.

³ Expenditures have exceeded the amount charged to operating expenses for repairs and depreciation. The reserve has therefore a debit balance.

⁴ In 1915, of the total 20 per cent, 11.8 was for way and structures, and 8.2 for equipment.

⁵ In addition to the charge for depreciation the company makes charges to General amortization and to sinking fund accruals to create a reserve for property that will revert to the city.

⁶ The depreciation rule filed by the company does not include certain minor charges to operating expenses among the deductions to be made in arriving at the reserve for depreciation. The practice, however, has been to deduct all actual repairs.

⁷ For the first six months the rule provided 2 cents per revenue car mile for maintenance of way and structures and 3 cents for maintenance of equipment. During the last six months 3 and 3½ cents, respectively were provided. The charges were apparently increased on account of various reconstruction costs.

⁸ The Hudson & Manhattan maintains separate reserves for repairs.

⁹ Includes depreciation on Terminal buildings, charges for which are made at the rate of \$3,072 per month. Includes also interest on Property Amortization Fund, credits to which during the year amounted to \$28,046.50.

¹⁰ In addition operating expenses are charged and the reserve credited each month with an amount equal to the accrued interest on bonds and cash held in "Deposit for depreciation renewals and contingencies." For the six months ended December 31, 1915, the amount was \$36,271.

¹¹ The company stopped charging depreciation on December 31, 1915.

¹² In addition to the charge for depreciation the company makes charges to Income deductions to create a reserve for property that will revert to the city.

¹³ For depreciation of equipment only. The company makes no provision for depreciation of way and structures.

¹⁴ In addition company makes charges to General amortization for depreciation of distribution system of railroad department.

depreciation rates for the last year in which the other basis was used have been stated in the equivalent car-mile basis for purposes of comparison.

Table 23. Changes in rates of depreciation during the years 1909-1916¹

(A) FOR MAINTENANCE (I. E., REPAIRS AND DEPRECIATION): RULES FILED PURSUANT TO THE UNIFORM SYSTEM OF ACCOUNTS

OPERATING STREET RAILWAYS	Period	Basis (cents unless otherwise indicated)	Way and structures	Equip- ment	Total
Interborough Rapid Transit:					
Subway division..	July, 1909-June, 1910.....	Per car mile.....	¢ 1.30	¢ 1.55	¢ 2.85
	July, 1910-June, 1913.....	Per car mile.....	1.20	2.70	3.90
	July, 1913, on ²	Per car mile.....	1.20	1.85	3.05
Elevated division..	July, 1909-June, 1910.....	Per car mile.....	1.33	1.33	2.71
	July, 1910-June, 1913.....	Per car mile.....	1.33	1.50	2.83
	July, 1913, on ²	Per car mile.....	1.33	1.60	2.93
BROOKLYN RAPID TRANSIT					
New York Consoli- dated:					
Brooklyn Union..	July, 1909-Aug., 1911.....	Per car mile.....	1.10	2.00	3.10
	Aug., 1911-Aug. 4, 1913...	Per car mile.....	1.36	2.00	3.36
Sea Beach.....	July, 1909-Aug. 4, 1913...	Per car mile.....	1.80	1.40	3.20
New York Consoli- dated ²	Aug. 4, 1913, on.....	Per cent of oper. rev....	6%	9%	15%
Brooklyn Heights.....	July, 1909-Aug., 1911.....	Per [revenue] car mile...	¢ 2.40	¢ 3.00	¢ 5.40
	Sept., 1911-June, 1913....	Per [revenue] car mile...	2.66	3.00	5.66
	July, 1913-June, 1914.....	Per [revenue] car mile...	2.96	2.70	5.66
	July, 1914-July, 1916.....	Per cent of trans. rev....	11.2%	8.8%	20%
	[Equivalent for 1916.....	Per revenue car mile....	¢ 3.397	¢ 2.669	¢ 6.066]
	Aug., 1916, on.....	Per [revenue] car mile...	3.236	2.379	5.615
Brooklyn, Queens Co. & Sub.....	July, 1909-Aug., 1911.....	Per [revenue] car mile...	2.20	2.70	4.90
	Sept., 1911-June, 1913....	Per [revenue] car mile...	2.46	2.70	5.16
	July, 1913-June, 1914.....	Per [revenue] car mile...	2.96	2.70	5.66
	July, 1914-July, 1916.....	Per cent of trans. rev....	12.75%	10%	22.75%
	[Equivalent for 1916.....	Per revenue car mile....	¢ 3.411	¢ 2.675	¢ 6.086]
	Aug., 1916, on.....	Per [revenue] car mile...	3.319	2.485	5.804
Coney Island & B'klyn	July, 1909-June, 1911.....	.....	.....	.....	.....
	July, 1911-June, 1914.....	Per cent of trans. rev....	7.5%	7.5%	15%
	July, 1914-July, 1916.....	Per cent of trans. rev....	11.2%	8.8%	20%
	[Equivalent for 1916.....	Per revenue car mile....	¢ 3.157	¢ 2.479	¢ 5.636]
	Aug., 1916, on.....	Per [revenue] car mile...	3.239	2.380	5.619
Coney Island & Gravesend.....	July, 1909-Aug., 1911.....	Per [revenue] car mile...	2.40	4.40	6.80
	Sept., 1911-June, 1914....	Per [revenue] car mile...	2.66	4.40	7.06
	July, 1914-July, 1916.....	Per cent of trans. rev....	12.75%	10%	22.75%
	[Equivalent for 1916.....	Per revenue car mile....	¢ 3.871	¢ 3.036	¢ 6.907]
	Aug., 1916, on.....	Per [revenue] car mile...	3.538	2.656	6.194
Nassau Electric.....	July, 1909-Aug., 1911.....	Per [revenue] car mile...	¢ 2.20	¢ 2.70	¢ 4.90
	Sept., 1911-June, 1913....	Per [revenue] car mile...	2.46	2.70	5.16
	July 1913-June, 1914.....	Per [revenue] car mile...	2.96	2.70	5.66
	July, 1914-July, 1916.....	Per cent of trans. rev....	11.62%	9.13%	20.75%
	[Equivalent for 1916.....	Per revenue car mile....	¢ 3.173	¢ 2.493	¢ 5.666]
	Aug., 1916, on.....	Per [revenue] car mile...	3.045	2.383	5.423

For footnotes, see page 93.

Table 25. Changes in rates of depreciation during the years 1909-1916 — Continued

(A) FOR MAINTENANCE (I. E., REPAIRS AND DEPRECIATION); RULES FILED PURSUANT TO THE UNIFORM SYSTEM OF ACCOUNTS — <i>Concluded</i>					
OPERATING STREET RAILWAYS	Period	Basis (cents unless otherwise indicated)	Way and structures	Equip-ment	Total
South Brooklyn.....	July, 1909-June, 1913.....	Per [revenue] car [incl. locomotive] mile.....	\$1.20	\$1.70	\$2.90
	July, 1913, on.....	Per [revenue] car [incl. locomotive] mile.....	2.96	2.70	5.66
OTHER COMPANIES					
New York Railways:					
Metropolitan Street, Receivers.....	July, 1909-Dec., 1911.....	.....	.....	(4)	.....
New York Railways.	Jan., 1912, on.....	Per cent of oper. rev....	about 12%	about 8%	* 20%
Bush Terminal.....	July, 1909-Dec., 1912.....	Per cent of cost of prop-erty.....	2%	10%	—
	Jan., 1913, on.....	Per cent of cost of prop-erty.....	2%	* 20%	—
Van Brunt St. & Erie Basin.....	July, 1909-June, 1916.....	Amount annually.....	\$825 36	\$1,944 48	\$2,769 84
	July, 1916, on.....	Amount annually.....	4,181 56	3,000 00	7,181 56
New York & Queens County.....	July, 1909-June, 1910.....	Per [revenue] car mile...	¢ 1.80	¢ 1.40	¢ 3.20
	July, 1910-June, 1911.....	Per [revenue] car mile...	2.50	2.00	4.50
	July, 1911-June, 1913.....	Per [revenue] car mile...	3.75	2.50	6.25
	July, 1913-June, 1914.....	Per [revenue] car mile...	4.00	2.50	6.50
	July, 1914-June, 1916.....	Per [revenue] car mile...	6.00	3.00	9.00
	July, 1916, on.....	Per [revenue] car mile...	4.50	3.00	7.50
Long Island Electric...	July, 1909-June, 1910.....	Per [revenue] car mile...	2.25	2.75	5.00
	July, 1910-June, 1911.....	Per [revenue] car mile...	2.60	3.90	6.50
	July, 1911-June, 1913.....	Per [revenue] car mile...	2.60	4.00	6.60
	July, 1913-June, 1914.....	Per [revenue] car mile...	3.50	4.50	8.00
	July, 1914, on.....	Per [revenue] car mile...	4.50	4.50	9.00
New York & Long Island.....	July, 1909-June, 1910.....	Per active passenger car mile.....	1.50	3.50	5.00
	July, 1910-June, 1911.....	Per [revenue] car mile...	1.70	4.00	5.70
	July, 1911-June, 1913.....	Per [revenue] car mile...	2.00	5.00	7.00
	July, 1913-June, 1914.....	Per [revenue] car mile...	2.50	5.00	7.50
	July, 1914, on.....	Per [revenue] car mile...	3.00	3.50	6.50
Ocean Electric.....	July, 1909-Mar., 1910....	Per [revenue] car mile...	1.50	3.00	4.50
	April, 1910-June, 1910....	Per [revenue] car mile...	1.50	20.00	21.50
	July, 1910-Dec., 1915....	Per [revenue] car mile...	2.00	3.00	5.00
	Jan., 1916, on.....	Per [revenue] car mile...	3.00	3.50	6.50
(B) FOR DEPRECIATION (IN ADDITION TO REPAIRS)					
Hudson & Manhattan (railroad only).....	Aug., 1909-Dec., 1909....	Amount annually..	\$232,440 00	\$118,404 00	* \$350,844 00
	Jan., 1910-Mar., 1912....	Amount annually..	58,110 00	29,601 00	87,711 00
	April, 1912-Jan., 1913....	.....	.....	.....	.....
	Feb., 1913, on.....	Amount annually..	61,745 04	63,271 92	125,016 96
Third Avenue.....	July, 1909-Dec., 1911....	Amount annually..	.....	.....	* 300,000 00]
	Jan., 1912-Dec., 1915....	Amount annually..	N. S.	N. S.	* 156,960 00
	Jan., 1916, on.....	.....	.....	.....	.....
Dry Dock, E. B'way & B., Recr.....	July, 1909-Dec., 1911....	Amount annually.....	.....	.....	(11)]
	Jan., 1912-Dec., 1915....	Amount annually.....	N. S.	N. S.	27,000 00
	Jan., 1916, on.....	.....	.....	.....	.....

For footnotes, see page 93.

Table 25. Changes in rates of depreciation during the years 1909-1916¹ — Continued

(B) FOR DEPRECIATION (IN ADDITION TO REPAIRS) — Continued

OPERATING STREET RAILWAYS	Period	Basis (cents unless otherwise indicated)	Way and structures	Equipment	Total
42d St., Manh. & St. N. Ave.....	{ July, 1909-Dec., 1911.... Jan., 1912-Dec., 1915.... Jan., 1916, on.....	{ Amount annually.... Amount annually....	{ N. S.	{ N. S.	{ (11) \$66,930 00
Belt Line:					
Central Park, N. & E. River.....	July, 1909-June, 1913....	.....	.....	.....	.....
Belt Line.....	{ July, 1913-Dec., 1915.... Jan., 1916, on.....	{ Amount annually....	{ N. S.	{ N. S.	{ 60,000 00
Mid-Crosstown:					
28th & 29th Sta. Crosstown.....	July, 1909-June, 1910....	Per cent of cost of certain reconstructions, 100 per annum ⁸	—	—	—
		Per cent of value of equipment, mostly horses, 5 per month ⁸	—	—	—
		Per cent of oper. rev. for paving and depreciation, 10 per annum ¹²	—	—	—
	July, 1910-June, 1911....	Per cent of oper. rev., 5 per annum ¹²	—	—	—
	July, 1911-Jan. 22, 1912...	Per cent of gross earnings.....	.....	(13)	10%
Mid-Crosstown...	Jan. 22, 1912-Apr. 16, 1914	Per cent of gross earnings.....	10%	(13)	10%
	Apr. 16, 1914-Dec., 1915..	Amount annually....	\$6,000.	(13)	\$6,000 00
	Jan., 1916, on.....	.....	.....	.....	.....
N. Y. City Interborough.....	July, 1909-Aug., 1912....	Per car mile.....	¢ .80	¢ 1.40	¢ 2.20
	Sept., 1912-Dec., 1915....	Amount annually....	N. S.	N. S.	\$30,000 00
	Jan., 1916, on.....	.....	.....	.....	.....
Southern Boulevard...	July, 1909-Dec., 1911....	.....	.....	.....	.....
	Jan., 1912-Dec., 1915....	Amount annually....	\$5,040 00	(13)	5,040 00
	Jan., 1916, on.....	.....	.....	.....	.....
Union.....	July, 1909-Dec., 1911....	Amount annually....	.....	.....	(11)]
	Jan., 1912-Dec., 1915....	Amount annually....	N. S.	N. S.	\$104,040 00
	Jan., 1916, on.....	.....	.....	.....	.....
Westchester Electric...	July, 1909-June, 1912....	.....	.....	.....	.....
	July, 1912-Dec., 1915....	Amount annually....	N. S.	N. S.	30,000 00
	Jan., 1916, on.....	.....	.....	.....	.....
Richmond Light & R. R.....	July, 1909-June, 1914 ¹⁴ ...	Amount annually....	\$35,100 00	\$31,800 00	66,900 00
	July, 1914, on.....	Per car mile.....	.....	¢ 1.00	¢ 1.00
Staten Island Midland...	July, 1909-June, 1912 ¹⁴ ...	Amount annually....	\$27,300 00	\$25,500 00	\$52,800 00
	July, 1912-June, 1914....	.....	.....	.....	.....
	July, 1914, on.....	Per car mile.....	.....	¢ 1.00	¢ 1.00
New York & North Shore.....	July, 1909-June, 1915....	.....	.....	.....	.....
	July, 1915, on.....	Per cent of gross receipts.....	1.5%	.75%	2.25%
Manhattan Bridge 3-Cent Line.....	Sep. 4, 1912 ¹⁵ -Mar., 1916	.....	.....	.....	.....
	April, 1916, on.....	Amount annually....	\$1,440 00	\$2,560 00	\$4,000 00

For footnotes, see page 93.

Table 25. Changes in rates of depreciation during the years 1909-1916¹— Concluded(B) FOR DEPRECIATION (IN ADDITION TO REPAIRS) — *Concluded*

OPERATING STREET RAILWAYS	Period	Basis (cents unless otherwise indicated)	Way and structures	Equip- ment	Total
Manhattan & Queens:					
South Shore.....	July, 1909-Nov. 4, 1912 ²⁰ .	Per day.....	\$6 45	\$2 55	\$9 00
Manh. & Queens.	Nov. 4, 1912, on.....	.....	.....	.....	.....
Southfield Beach.....	July, 1909-June, 1911 ⁷	Amount annually.....	672 00	"	672 00
	July, 1911, on ¹⁷.....	.....	.....	.....	.....
Marine.....	July, 1909-Mar., 1915 ¹⁸ ...	Amount annually.....	\$24 00	\$45 00	\$69 00
	March, 1915, on.....	[Property was written off books in March, 1915]			
Bridge Operating ¹⁹ ...	July, 1909, on.....	.....	.....	.....	.....
Brooklyn & North River ¹⁹	Dec. 11, 1913 ¹⁵.....	.....	.....	.....	.....
Pelham Park & City Island (or predeces- sors) ¹⁹	July, 1909, on.....	.....	.....	.....	.....
Second Avenue ¹⁹	July, 1909, on.....	.....	.....	.....	.....

Of the companies listed in Table 25, the Bridge Operating is leased and the operating agent for the joint lessees makes no charges for depreciation in the Bridge Operating Company's income statement, although such operating income account is separately made up. The original contract with the city, whereby this company was to operate the local cars on the Williamsburg bridge, has terminated and operation is being continued under

¹ In addition to the rules shown in the table, various companies filed rules which were never effective. These rules were as follows: Interborough Rapid Transit, Subway division, equipment, 1909, 1.76 cents per car mile; Long Island Electric, way and structures and equipment, 1909, 1.75 cents and 2.4 respectively; New York & Long Island, 1909, 1.3 cents and 3.15 respectively; New York & Queens County, 1909, 1.20 cents and 1.80 respectively; 1910, way and structures, 1.50 cents; Ocean Electric, equipment, 1909, 2.00 cents.

² When the rates provided by rapid-transit Contract No. 3 go in effect there is to be deducted for repairs and minor replacements, 12 per cent of the operating revenues, and during the first year of operation, 5 per cent of the revenues from the subway and 2 per cent of the revenues from the elevated for depreciation, this item after the first year being subject to future annual determination.

³ Rapid-transit Contract No. 4 requires 12 per cent for repairs and minor replacements, and 3 per cent for depreciation during the first year. The distribution between ways and structures and equipment here given is that returned by the company. After the first year the amount and classification of depreciation is annually determinable by agreement between company and city. The rate has not been changed to June 30, 1918.

⁴ A reserve for horses was maintained.

⁵ By order of Commission in Case 1305.

⁶ Company has promised but has not yet filed the amended rule.

⁷ Total maintenance.

⁸ Apparently total maintenance.

⁹ For Third Avenue, Union, 42d Street, Manhattanville and Dry Dock companies together.

¹⁰ The order in Case 1181 required 20 per cent of operating revenues for total maintenance; the order was not observed and charges were improperly discontinued.

¹¹ See Third Avenue and notes.

¹² Actual charges were 13.3 per cent and 21.5, respectively, for total maintenance.

¹³ Company has no equipment on which depreciation might accrue.

¹⁴ Total maintenance. The rule provided insufficient rates, and charges have been irregular.

¹⁵ Date of commencement of operation.

¹⁷ No charges since July, 1911.

¹⁸ Provision was for total maintenance, but the actual charges therefor have been irregular.

¹⁹ No rule filed.

²⁰ Charges were made at this rate during the year ended June 30, 1911, and were continued until December 27, 1912.

temporary permits. Although net earnings are about 100 per cent on the company's stock, the controlling companies which receive the profits claim that the long-distance haul imposed upon their other lines through the addition of the service across the bridge involves a compensating loss. The situation with regard to depreciation is anomalous. As long as the future operation of the company itself is in suspense, there seems to be no reason to require the charging of any depreciation, although, of course, depreciation of the company's equipment is going on. In 1915 the Marine wrote off all its fixed capital, so that it had in 1916 no property to depreciate.

Of the other 34 operating companies, 3 have never filed any rule of depreciation nor made any provision therefor; 9, mainly in the Third Avenue system, have never complied even nominally with the accounting order, and 7 of them together with 4 others, the Mid-Crosstown, New York City Interborough, Manhattan & Queens and Southfield Beach are making no charges for depreciation at the end of the year. The procedure of the other Staten Island companies is entirely inadequate. One other, i. e., the Hudson & Manhattan, is now charging a lump sum in addition to repairs. The New York Consolidated makes charges in accordance with rapid-transit Contract No. 4 with the city; the New York Railways, in accordance with the Commission's order in the reorganization case (No. 1305).

The remaining 13 companies have had 52 different rules or practices during the 86 months from July, 1909, to August, 1916, inclusive. These companies in seven years and two months have had an average of 4 rules each, i. e., the rule has been changed every 21.5 months on the average. Therefore, even if a certain year's income statement were comparable with the preceding, it would not be comparable with the succeeding statement.

The words in the order to the effect that "each amendment of such rule and a sworn statement of the facts and expert opinions and estimates upon which such amendment is based shall be filed with the Public Service Commission before it is used by the

accounting corporation * * *” have apparently been interpreted by the companies as warrant for the frequent changing of their rules.

Some companies have stated that their changes in rates were due in part to expenses imposed upon them by the city's making improvements. Such expenses, they argue, are independent of the normal wear and tear which determine the life of capital and are unpredictable. But such action by the city, as experience in the past has shown, can be reckoned with in determining the rules. Changing a rule temporarily for a single year, so as to throw in one year's maintenance all such extra expenses, burdens the current income account with expenditures applicable to several years, which therefore should be distributed over several annual income accounts.

The table seems to indicate that some of the companies have been trying to estimate, not the depreciation, but the actual repairs plus as much depreciation as they desire to set up. Or else their engineers and other experts are strangely unacquainted with the properties under their management. Either case is of course a matter of interest to the stockholders.

It will be noted that various companies that never complied with the accounting order made charges for a longer or shorter period and then ceased to do so. The current expiration of capital outlays that cannot be made good by repairs is not currently charged and the stockholders are receiving income statements that are erroneous and misleading by the amount of such depreciation. None of the nine companies in the Third Avenue system are now making charges for depreciation. The stockholders of those companies may again in the future find—to use the words of their late president—that instead of owning a going concern they own one “almost gone.”

The companies that charged depreciation in addition to repairs defeated one of the primary purposes of the accounting order in that total maintenance may fluctuate with actual repairs and the starving of maintenance can result in the showing of a favorable

income statement while extensive reconstruction during any year can result in an equally unfavorable one.

Companies in the hands of receivers, or rather the receivers, seem to consider themselves absolved from following the Commission's depreciation accounting requirements, their general position being that they are responsible to the courts for the operation, rehabilitation or disposition of the property, and that it is for the owners, either currently or when they receive their property back, to take account of the depreciation. In a statement relating to the administration of a property in their hands, receivers do not wish to increase operating expenses by any elements they are not compelled to show. Their conception is that a property in their hands for rehabilitation or reconstruction is, as regards depreciation, in the same situation as a property in the hands of a contractor for construction. This is an untenable position. A badly worn property still operated is still in process of wearing out. Past depreciation should not of course be included by present operators in the current operating expenses, but current depreciation is properly a current charge.

When the intent of the accounting order is that the full annual maintenance expense inclusive of depreciation be shown, and yet the figures published and presumably showing this, actually show something quite different—for example, the repairs a company makes during a given year plus the depreciation they see fit to charge—that fact cannot be too clearly indicated or too strongly emphasized. The Commission may properly caution investors against thinking they get figures showing the former when what they get show only the latter. The foregoing remarks concerning the depreciation practices of the various companies should in effect be to security holders and others a word of warning in the use of income statements. There is much less conflict of interest between the corporations and the regulating commission than individuals identifying themselves with the former would lead stockholders to believe.

The various parties interested in public utilities are the state, the public, the consumer, the prospective investor, the present

investor, the manager, and the employee. As the manager is the well-paid employee of the investor, his interest should not require consideration since his proper interest is that of the investor. But in fact the management of a corporation often develops a feeling of separate interest distinct from and even antagonistic to that of the stockholders. In the matter of depreciation, the manager often seems to think that this is entirely his affair, that he is the party primarily interested. Whether the facts justify it or not, he feels he must make a good showing, possibly in order that he may be continued in control. Table 25 suggests that the manager considers the amending of the depreciation rules and doing as he pleases with regard to them as personal prerogatives. The investors, and through them the public served by the investment, are the ones most to be benefited by proper depreciation accounting.

The evils of unregulated and irregular depreciation practices on the part of the managers may be divided into three classes: (1) those arising from making excessive charges; (2) those arising from making insufficient charges, and (3) those arising from alternating between the other two. The first is done with a view to preventing a decrease or causing an increase in rates charged for service, for evading taxation, or to enable insiders to buy securities at less than their value. The second is done in order to facilitate selling securities at more than their value. The third course may be followed in order to give insiders the advantages of both of the other two.

The Third Avenue companies, it should be noted, are not merely following their own procedure with regard to charging depreciation, but are also ignoring the accounting order as regards the reserve, since they charge no capital retirements thereto. Accordingly it is not a proper depreciation reserve, but a contingency reserve or some other kind of accounting what-not.

In the case of the 13 companies that have been practically complying with the letter of the accounting order continually since July, 1909, 12 have increased their rates. The ten of the 13 that had a car-mile basis in July, 1909, and also in the last rules filed,

show an average (unweighted) increase for total maintenance from 4.378 cents per car mile to 5.834.

The general adoption of the revenue car mile as the basis of depreciation rules is probably due to its elasticity. As earnings, increasing or decreasing with car mileage, rise or fall, so do charges for total maintenance. As a matter of fact, as car miles increase or decrease, so does depreciation arising from wear and tear. The percentage-of-operating-revenue basis adopted by the Commission in various orders has this same elasticity.

To a very considerable extent specific orders are superseding the general accounting order as regards depreciation. All of the Interborough Rapid Transit old and new elevated and subway properties will soon have their depreciation accounted for as provided under rapid-transit Contract No. 3. Similarly all the N. Y. Consolidated lines are now having their depreciation determined under Contract No. 4. The New York Railways is charging depreciation as required in Order No. 1305, the Manhattan Bridge Three Cent Line in accordance with Order in Case No. 1802, and the Third Avenue's charge from January, 1912, was determined by Order No. 1181, but such determination has been ignored by that company. Doubtless future specific orders with definite rates will still further supersede the general accounting order with its lack of specific rates, in line with the general tendency among the regulating commissions of other states.

The depreciation provisions of the accounting order are not fool-proof, nor are they rascal-proof, but they are adequate and proper if a company tries to comply with them. On first consideration the proposition would seem to hold in their case that a commission can lead the mule to water but cannot make him drink. But the companies are going to have the commission with them for a long time. This year they may come before it with a desire to float securities and with a claim that depreciation is negligible. but next year they may come for an increase in rates or for a charge for transfers and with the claim that the depreciation is exceedingly large. In the course of time, during which they

find their statements with regard to depreciation discounted in the one case, and applied against them in the other case, the companies will gradually find it expedient to establish a fair and proper rule that will stand the test of analysis in a tax proceeding, a rate proceeding, or a capitalization proceeding. Whatever unfair advantages the companies expected to derive from excessive or inadequate depreciation provision in one direction, they have thereby themselves blocked the securing of any advantage in the other direction. Supervising officials may come and go but the record of the companies' rules will last indefinitely.

The actual repairs and depreciation charged by each company, together with the percentage that total maintenance forms of total operating expenses and the maintenance expense per mile of track are shown for way and structures in Table 26 and, with the substitution of the ratio per revenue car mile for that last named, for equipment in Table 27. The great variations between the ratios from company to company are noteworthy. The Interborough subway and the Hudson & Manhattan are roughly comparable. The total maintenance expense per mile of track of the former is \$11,385; of the latter, \$16,795. Again, the Interborough elevated and the New York Consolidated are fairly comparable; the maintenance per mile of track of the former is \$8,597 and of the latter, \$3,848. For the whole Brooklyn Rapid Transit system it is \$4,070, while for the New York Railways Company it is \$10,831. For the Third Avenue company the repairs alone are \$9,361 per mile of track, and for all the Manhattan surface companies combined, the maintenance, including depreciation, is \$8,449 per mile of track. In 1916 the maintenance expense for all the companies of the city combined formed a larger proportion of the total operating expenses than in any year listed at the close of the table, and the maintenance per mile of track was also greater.

The percentage of operating expenses that maintenance of equipment forms varies less than does the percentage for maintenance of way and structures. The maintenance of equipment per revenue car mile for all companies combined was less in 1916 than

in the two preceding years. This is, of course, due to the Third Avenue system companies not making charges for depreciation during the last six months of the year.

Table 26. Expenditures and depreciation charged to maintenance of way and structures in relation to total operating expenses and in miles of track, 1916

	Expenditures for repairs	Depreciation	Total charge	Per cent of total operating expenses	Per mile of track
OPERATING STREET RAILWAYS					
Interborough Rapid Transit.....	\$1,539,216 66	\$288,103 01	\$1,827,319 67	13.04	\$9,772
Subway division.....	807,377 56	89,846 08	897,223 59	13.06	11,335
Elevated division.....	731,839 10	198,256 98	930,096 08	13.04	8,597
Hudson & Manhattan.....	221,252 93	61,745 04	282,997 97	18.68	16,795
Total.....	\$1,760,469 59	\$349,848 05	\$2,110,317 64	13.59	\$10,352
BROOKLYN RAPID TRANSIT					
New York Consolidated.....	\$495,408 53	\$98,026 43	\$593,429 96	10.83	\$3,848
Brooklyn Heights.....	882,978 01	62,189 22	945,167 23	18.54	4,311
Bridge Operating.....	3,423 07		3,423 07	2.24	1,108
Brooklyn, Queens Co. & Sub.....	192,611 92	10,886 17	203,519 09	18.99	3,563
Coney Island & Brooklyn.....	205,373 53	Cr 3,565 59	201,807 94	17.66	4,310
Coney Island & Gravesend.....	7,225 37	1,504 09	8,729 46	17.76	1,165
Nassau Electric.....	542,448 06	47,816 23	590,264 29	16.90	4,265
South Brooklyn.....	56,687 06	18,542 61	75,229 67	13.21	3,587
Total.....	\$2,386,150 55	\$235,411 16	\$2,621,561 71	15.37	\$4,070
MANHATTAN SURFACE					
New York Railways.....	\$1,042,355 97	\$569,475 26	\$1,611,831 23	19.25	\$10,831
Second Avenue, Receiver.....	72,043 80		72,043 80	11.79	3,026
Brooklyn & North River.....	8,410 41	(1)	8,410 41	4.67	2,304
Third Avenue.....	318,276 66	(2)	318,276 66	14.67	9,361
Dry Dock, E. B'way & Battery, Receiver..	50,187 41	(2)	50,187 41	12.92	3,737
42d St., Manh. & St. N. Ave.....	136,051 01	(2)	136,051 01	14.04	6,617
Belt Line.....	76,739 46	(2)	76,739 46	14.39	3,488
Mid-Crosstown.....	12,076 91	2 3,000 00	15,076 91	16.22	3,278
Total.....	\$1,716,141 63	\$572,475 26	\$2,288,616 89	17.18	\$8,449
BRONX SURFACE					
N. Y. City Interborough.....	\$33,868 18	(2)	\$33,868 18	8.00	\$1,078
Pelham Park & City Island.....	2,358 95		2,358 95	8.63	717
Southern Boulevard.....	12,157 58	2 \$2,529 00	14,677 58	10.09	1,498
Union.....	299,587 14	(2)	299,587 14	15.46	2,310
Westchester Electric.....	88,634 19	(2)	88,634 19	20.09	2,131
Total.....	\$436,008 04	\$2,529 00	\$438,537 04	14.76	\$2,635

¹ Under order of the Commission in Case No. 1739, this company is amortizing during the term of its franchise all of the capital expenditures approved by the Commission. The annual contributions are charged to Income deductions. See also note 4, page 103.

² Depreciation is not segregated between equipment and way and structures by companies of the Third Avenue system. The entire charge is tabulated under depreciation of equipment except for the Southern Boulevard and Mid-Crosstown, which companies have neither rolling stock nor power-plant equipment upon which depreciation accrues. No reservation was made by the companies of the Third Avenue system during the last six months of the fiscal year.

Table 26. Expenditures and depreciation charged to maintenance of way and structures in relation to total operating expenses and to miles of track, 1916 — Concluded

OPERATING STREET RAILWAYS	Expenditures for repairs	Depreciation	Total charge	Per cent of total operating expenses	Per mile of track
QUEENS SURFACE (EXCL. B. R. T.)					
New York & Queens County.....	\$143,498 01	\$225,327 39	\$368,825 40	26.75	\$5,036
Long Island Electric.....	32,293 23	10,219 89	42,513 12	19.10	1,665
New York & Long Island.....	33,536 26	16,659 32	50,195 58	14.89	1,215
Ocean Electric.....	19,221 00	Cr 780 08	18,440 92	19.66	2,182
New York & North Shore.....	7,822 66	2,495 12	10,317 78	9.98	2,788
Manhattan & Queens.....	9,374 90	.....	9,374 90	4.74	551
Total.....	\$245,746 06	\$253,921 64	\$499,667 70	21.41	\$2,462
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.....	\$26,275 40	.....	\$26,275 40	9.06	\$878
Staten Island Midland.....	30,008 07	.....	30,008 07	10.08	976
Southfield Beach.....	1,321 42	.....	1,321 42	30.10	421
Total — Richmond.....	57,604 89	.....	57,604 89	9.73	999
Manhattan Bridge 3-Cent Line.....	2,585 57	(3)	* 2,585 57	3.02	578
Bush Terminal.....	8,280 36	Cr \$3,147 12	5,133 24	4.92	1,194
Van Brunt St. & Erie Basin.....	968 88	Cr 143 52	825 36	2.22	356
Marine ⁴.....	.....	.....	.....	.....	.....
Total — Miscellaneous Brooklyn.....	11,834 81	Cr 3,290 64	8,544 17	3.60	645
Total.....	\$69,439 70	Cr \$3,290 64	\$66,149 06	7.98	\$856
Grand total.....	\$6,614,558 57	\$1,410,885 47	\$8,025,439 04	15.42	\$4,970
Grand totals by years					
1909.....	\$5,265,519 17	.....	\$5,265,519 17	12.66	.....
1910.....	6,280,879 59	\$181,221 41	6,462,101 00	14.83	\$4,399
1911.....	6,190,916 28	Cr 39,467 13	6,151,449 15	13.37	4,008
1912.....	5,870,850 20	276,575 14	6,147,425 34	12.95	4,019
1913.....	6,589,516 14	Cr 156,947 15	6,432,568 99	13.33	4,156
1914.....	7,926,531 70	Cr 525,155 23	7,401,376 47	14.77	4,713
1915.....	6,531,433 52	1,102,616 41	7,634,049 93	15.17	4,873
1916.....	6,614,553 57	1,410,885 47	8,025,439 04	15.42	4,970

³ This company is amortizing during the term of its franchise, the capital expenditures on property which will revert to the city at the termination of the franchise, intangible capital, etc. Under order of the Commission in Case No. 1802, charges for depreciation of way and structures and depreciation of equipment were made during October, 1916, effective as of April 1, 1916, at the rate of \$4,000 per annum, of which 36 per cent was for ways and structures.

⁴ Respondent operates over leased track only.

Table 27. Expenditures and depreciation charged to maintenance of equipment in relation to total operating expenses and to car mileage, 1916

OPERATING STREET RAILWAYS	Expenditures for repairs	Depreciation	Total charge	Per cent of total operating expenses	Per revenue car- mile (cents)
Interborough Rapid Transit.....	\$2,132,337 45	\$331,132 48	\$2,463,471 93	17.59	1.74
Subway division.....	1,042,654 52	301,894 84	1,344,549 36	19.56	1.87
Elevated division.....	1,089,684 93	29,227 64	1,118,912 57	15.69	1.61
Hudson & Manhattan.....	210,206 10	63,271 92	273,478 02	18.05	3.43
Total.....	\$2,342,545 55	\$394,394 40	\$2,736,939 95	17.63	1.83
BROOKLYN RAPID TRANSIT					
New York Consolidated.....	\$807,631 83	\$82,463 11	\$890,144 94	16.24	2.27
Brooklyn Heights.....	601,309 08	141,322 35	742,631 43	14.57	2.67
Bridge Operating.....	5,558 79	.....	5,558 79	3.64	0.65
Brooklyn, Queens Co. & Sub.....	137,319 56	22,296 20	159,615 76	14.89	2.63
Con'y Island & Brooklyn.....	146,484 03	12,079 34	158,563 37	13.87	2.48
Con'y Island & Gravesend.....	5,132 40	1,714 24	6,846 64	13.93	3.04
Nassau Electric.....	422,569 44	41,209 63	463,779 07	13.28	2.49
South Brooklyn.....	73,633 37	Cr. 5,011 69	68,621 68	12.05	2.76
Total.....	\$2,199,633 50	\$296,073 18	\$2,495,761 68	14.63	2.46
MANHATTAN SURFACE					
New York Railways.....	\$835,916 27	\$275,158 74	\$1,131,075 01	13.51	3.29
Second Avenue, Receiver.....	5,379 00	.....	52,379 00	8.57	1.72
Brooklyn & North River.....	26,019 50	(1)	26,019 50	14.44	2.69
Third Avenue.....	162,368 47	\$114,751 00	\$277,119 47	12.77	3.92
Dry Dock, E. B'way & B., R. cr.....	29,677 30	\$13,500 00	\$43,177 30	11.12	2.89
42d St., Manh. & St. N. Ave.....	82,782 38	\$33,480 00	\$116,262 38	12.00	2.86
B'lt Line.....	38,463 04	\$30,000 00	\$68,463 04	12.83	3.14
Mid-Crosstown.....	5,999 19	(2)	\$5,999 19	6.36	1.52
Total.....	\$1,253,515 15	\$466,839 74	\$1,720,404 89	12.92	3.21
BRONX SURFACE					
N. Y. City Interborough.....	\$36,827 54	\$15,000 00	\$51,827 54	12.25	1.99
Pelham Park & City Island.....	1,772 00	.....	1,772 00	6.48	1.45
Southern Boulevard.....	11,707 83	(3)	11,707 83	8.04	1.41
Union.....	153,475 18	\$52,020 00	\$210,495 18	10.87	1.97
Westchester Electric.....	20,525 21	\$15,000 00	\$35,525 21	8.05	1.44
Total.....	\$229,307 76	\$82,020 00	\$311,327 76	10.47	1.86
QUEENS SURFACE (EXCL. B. R. T.)					
New York & Queens County.....	\$143,414 12	\$40,998 58	\$184,412 70	13.37	3.00
Long Island Electric.....	18,249 74	24,263 38	42,513 12	19.10	4.50
New York & Long Island.....	31,916 12	26,645 39	58,561 51	17.37	3.50
Ocean Electric.....	10,838 89	4,637 85	15,536 74	16.56	3.21
New York & North Shore.....	12,677 41	1,257 54	13,934 95	13.48	2.23
Manhattan & Queens.....	21,368 28	.....	21,368 28	10.81	2.14
Total.....	\$238,524 56	\$97,802 74	\$336,327 30	14.41	3.10

For footnotes, see next page.

Table 27. Expenditures and depreciation charged to maintenance of equipment in relation to total operating expenses and to car mileage, 1916 — Concluded

OPERATING STREET RAILWAYS	Expenditures for repairs	Depreciation	Total charge	Per cent of total operating expenses	Per revenue car- mile (cents)
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.....	\$20,713 40	\$15,623 17	\$36,336 57	12.53	2.33
Staten Island Midland.....	20,234 86	17,270 84	37,505 70	12.60	2.17
Southfield Beach.....	71 71	.....	71 71	1.63	0.27
Total — Richmond.....	41,019 97	32,894 01	73,913 98	12.49	2.23
Manhattan Bridge 3-Cent Line.....	4,623 96	(⁴)	⁴ 4,623 96	5.40	1.13
Bush Terminal.....	2,437 95	6,800 77	9,238 72	8.86	3.07
Van Brunt St. & Erie Basin.....	4,443 22	Cr. 2,498 74	1,944 43	5.22	0.82
Marine.....	320 51	(¹)	320 51	3.20	0.48
Total — Misc. Brooklyn.....	11,825 64	4,372 03	16,197 67	6.80	2.17
Total.....	\$52,845 61	\$37,196 04	\$90,041 65	10.86	2.23
Grand total.....	\$6,316,427 13	\$1,374,376 10	\$7,690,803 23	14.78	2.29

Grand totals by years

1909.....	\$6,057,198 67	.....	\$6,057,198 67	14.56	2.23
1910.....	5,042,384 57	\$411,240 60	5,453,625 17	12.50	1.91
1911.....	6,985,536 10	Cr. 96,732 86	6,888,803 24	14.98	2.29
1912.....	6,048,772 39	1,140,570 02	7,189,342 41	15.14	2.23
1913.....	5,716,646 17	1,518,843 13	7,235,489 30	15.00	2.27
1914.....	6,092,792 34	1,605,053 10	7,697,845 44	15.36	2.40
1915.....	6,286,098 60	1,372,688 93	7,658,787 53	15.22	2.34
1916.....	6,316,427 13	1,374,376 10	7,690,803 23	14.78	2.29

Table 28 shows the data available concerning passenger cars installed by purchase or by construction and those retired by being sold or scrapped. As hitherto the information is very incomplete, but is of sufficient significance to warrant publishing. For one of the most important installations, that of 125 cars by the New York Municipal, and for the important retirement, that of 54 cars by the New York Railways, definite figures of cost are not shown.

¹ Respondent owns neither rolling stock nor power-plant equipment upon which to accrue depreciation. See also note 4 for the B. & N. River.

² Under order of the Commission in Case No. 1739 this company is amortizing during the term of its franchise all of the capital expenditures approved by the Commission. The annual contributions are charged to Income deductions. See also note 4.

³ Depreciation is not segregated between equipment and way and structures by companies of the Third Avenue system. The entire charge is tabulated under depreciation of equipment except for the Southern Boulevard and Mid-Crosstown, which companies have neither rolling stock nor power-plant equipment upon which depreciation accrues. No reservation was made by the companies of the Third Avenue system during the last six months of the fiscal year.

⁴ Amounts representing the depreciation element are included in the charge made by the Manhattan Bridge 3-Cent Line to the Brooklyn & North River for maintenance of jointly used track and electric line. These amounts are reserved by the former company and charged to Income deductions by the latter.

⁵ This company is amortizing, during the term of its franchise, the capital expenditures on property which will revert to the city at the termination of the franchise, intangible capital, etc. Under order of the Commission in Case No. 1802, charges for depreciation of way and structures and depreciation of equipment were made during October, 1916, effective as of April 1, 1916, at the rate of \$4,000 per annum, of which 64 per cent was for equipment. See also note 4.

Table 28. Passenger cars installed by purchase or by construction and passenger cars retired (sold or scrapped), 1916

(A) PASSENGER CARS INSTALLED ¹					AMOUNT CHARGED TO FIXED CAPITAL	
	Units	Cost			Additions	Original capital
Interborough Rapid Transit.....	476	\$2,232,504 53			\$2,232,504 53	.....
New York Consolidated:						
New York Municipal ²	125	N. R.			N. R.	N. R.
Second Avenue, Receiver.....	(³)	.....			.....	.....
New York & Long Island.....	6	⁴ \$33,873 23			\$33,873 23	.....
Manhattan & Queens.....	⁵ 1	.....			.....	.....
Van Brunt St. & Erie Basin.....	1	545 99			(⁶)	.....
Total.....	—	—			—	—

(B) PASSENGER CARS RETIRED (SOLD OR SCRAPPED)					AMOUNT CHARGED TO—	
	Units	Period in service (years)	Cost	Total credits	Accrued amortization of capital	Corporate surplus or deficit
Interborough Rapid Transit.....	⁷ 3	29	\$15,874 09	\$15,874 09	\$2,517 86	⁸ \$7,973 2)
Coney Island & Brooklyn.....	1	⁹ 16	¹⁰ 550 00	550 00	148 08	401 92
Nassau Electric.....	¹¹ 1	.....	.....	.....	.....	.....
New York Railways..... {	¹² 51 ¹³ 13	¹⁴ 21 85 }	N. R.	N. R.	N. R.	N. R.
Third Avenue.....	2	N. R.	4,900 00	4,900 00	¹⁵ 3,650 00	¹⁶ 650 00
Union.....	¹⁷ 1	.....	.....	.....	.....	.....
Manhattan & Queens.....	¹⁸ 1	.....	.....	.....	.....	.....
Total.....	—	—	—	—	—	—

Assets, Liabilities and Capitalization

The balance-sheet general table (XVII) is made up substantially on the same basis as in the 1915 report. All items on the assets side that relate to system companies as creditors, so far as the information was disclosed, have been put under the headings,

¹ Third Avenue reports an additional passenger car, with the explanation: " Pay car, regarded as obsolete; single-truck box car."
² Respondent reported 101 passenger cars installed in 1915. \$2,140,673.04 was charged to fixed capital in 1915, representing revenue cars and electric equipment of cars; likewise, \$1,731,104.11 was charged in 1916.
³ Closed car converted into an open car; cost of conversion, \$119, charged to operating expenses.
⁴ Includes cost of airbrakes, \$1,947; heaters, \$398.10; labor, \$1,294.67; total, \$3,639.77.
⁵ Waiting car converted into a closed passenger; cost of conversion, \$954.44, charged to Mac Arthur Bros., contractors.
⁶ Apparently included in charges to operating expenses. Respondent reports that it is not their intention to increase fixed capital.
⁷ Leased from the Manhattan Railway.
⁸ Recovered from insurers, \$5,383.03.
⁹ Approximate.
¹⁰ Estimated.
¹¹ Two closed cars converted to one semi-convertible; cost of conversion, \$2,280.80.
¹² Horse cars.
¹³ This is an average. The detail figures are: 18 cars, 23 years; 9 cars, 22 years; 9 cars, 21 years; 9 cars, 20 years; 1 car, 19 years; 3 cars, 18 years; 2 cars, 17 years.
¹⁴ Charged to reserve for adjustment of stocks and obligations of controlled companies and other capital adjustment.
¹⁵ Recovered from other companies and carriers for two double motors, \$600.
¹⁶ Passenger car converted into a pay-car.
¹⁷ A closed car converted into a flat car; cost of conversion, \$414.84; charged to additions (Fixed capital).

“Securities of and loans to associated companies” and “Advances to associated companies.” On the liabilities side there is now included under funded debt only that debt which by the terms of its creation does not mature until more than one year after the date of creation and which, on June 30, 1916, had not matured. Other permanent debts (and bills) owing associated companies include obligations which, while not technically funded debt, are practically long term through being owed to companies in the system.

Against the total book value of fixed capital, \$857,210,000, from which figure there is deductible \$11,742,000 for accrued amortization, and against the \$93,814,000 investments in other than fixed capital, there are, outstanding, stocks amounting to \$276,116,000, funded debt amounting to \$639,014,000, and other permanent debt owing associated companies amounting to \$69,614,000. For \$939,282,000 of capital assets as booked, there are \$984,744,000 of capital liabilities, the latter figure being 4.8 per cent the greater. Of this capitalization 28 per cent is represented by stock, 64.9 per cent by funded debt, and 7.1 per cent by other permanent debt owing to associated companies. Leaving out the \$88,211,000 of bonds of the City of New York, 30.8 per cent of the capitalization is represented by stock.

Table XIX, showing details of securities issued, has been changed materially from the corresponding table in the 1915 Report. It gives a description of the various securities, and in addition to the amount of each class outstanding, it shows the amounts that are available under the mortgage or authorization of board of directors, etc. But the most important change is the inclusion of the new Division B giving the description of the unfunded permanent obligations owing to system companies. Division D shows the net capitalization for the companies, by systems, inclusive of the holding companies, and the deductions from the gross capitalization for the amounts held by system companies. The grand total system net capitalization of \$964,987,000 obtained in this way may roughly be compared with the \$984,744,000 gross capitalization of the operating and lessor railways and the \$871,314,000 capital assets, exclusive of investments in associated companies. Division E gives details of the \$168,309,000

corporate stock and corporate stock notes of the City of New York outstanding and allotted for construction of rapid-transit railroads. Of this total, \$88,211,000 is applicable to lines in operation. Division F, giving the capitalization effected by the issue of stock and funded debt during the year, shows that the total stock remained unchanged, but that the funded debt, exclusive of the rapid-transit debt of the City of New York, increased \$71,502,000.

*Charts showing intercorporate relationships:**—For the three most important intercorporate systems in the city—Interborough Consolidated, Brooklyn Rapid Transit, and Third Avenue—charts showing capitalization, mileage, and data as to the nature of the intercorporate connection have been prepared. They are of the “organization-chart” type and, being large folders, are placed, not in this immediate connection, but at the end of the volume.

As regards the method of construction, a description of the Interborough Consolidated chart, which is the most complicated, will serve as a guide for all three, though the distinguishing lines are not used uniformly. The Interborough Consolidated Corporation, the holding company for the system, is represented by the largest rectangle, which is bounded by double lines, the outer one being rather heavy, and which occupies the upper center of the chart. The operating companies are represented by rectangles having heavy perimeters, which consist of full lines in the case of companies controlled through stock ownership, and of dashed lines in the case of leased companies. The connecting lines that show stock control (which are for full-line rectangles) are full lines but fainter than the perimeters, while those for dashed rectangles (which indicate mere lease) are dashed lines. Jointly controlled companies are represented by rectangles with full-line perimeters not as heavy as for companies under exclusive control, and these rectangles are besides isolated, being without a line connecting them with the other rectangles. Business corporations of the system are represented by fine double-line rectangles, connected with rectangles for other system companies by the full line that represents stock-control.

* The information contained in the charts was derived from the annual reports of the railroad companies and from special returns made by holding companies pursuant to the Commission's order in case No. 2,128.

VI. RAPID TRANSIT

Rapid-transit facilities and operations are given a separate chapter in this Report not only because of the special interest of the public generally in the use of such means of transit but also because of the direct financial responsibility incurred by the municipality in the construction of subways and other rapid-transit lines.

Investment in Rapid-Transit Roads

The financial liabilities of the city — exclusive of “contract liabilities” for work in progress, which are also liabilities under the charter provisions as to the debt limit — incurred on behalf of rapid transit and the amount of money it has invested in rapid-transit enterprises are shown in Table 29. The total liability the end of the fiscal year 1915 was \$135,037,000, and at the end of 1916, \$168,309,000, an increase of \$33,272,000. The amount invested at the end of 1915 was \$137,107,000, and at the end of 1916, \$170,673,000, an increase of \$33,566,000. During the preceding year (ending June 30, 1915), \$24,144,000 was added to the investment.

Of the \$170,673,000 invested, only \$56,260,000 pertains to the first subway, i. e., Contracts Nos. 1 and 2. The new or “Dual System” expenditures have amounted to \$114,413,000. But of this amount, \$32,168,000 applies to the Centre Street loop and the Fourth Avenue (Brooklyn) subways, the construction of which was undertaken and largely completed before the Dual System contracts were signed. It should be noted that these amounts do not include only a portion of the city’s overhead costs, especially expenses of the Public Service Commission incurred for rapid-transit purposes, as well as those of its predecessors.

The cost to the city of having to wait for the completion of the projects and the commencement of operations, after disbursements have begun to be made, as shown by charges to interest, amounted during the year 1916 to \$8,335,000. This amount at the close of the previous year was \$3,357,000, making the total \$11,692,000 at the close of 1916.

Table 29. Corporate stock issued and disbursements from proceeds on account of rapid transit¹ to June 30, 1916¹

	Corporate stock issued ²	Disbursements ³
Interborough operation:		
Manhattan-Bronx Rapid Transit R. R. (Contract No. 1) ⁴	\$48,833,179 26	\$50,809,344 30
Brooklyn-Manhattan Rapid Transit R. R. (Contract No. 2) ⁴	5,403,045 74	5,450,272 29
Contract No. 3.....	44,122,941 85	44,346,734 60
Lexington avenue.....	25,529,765 04	25,523,007 07
Seventh avenue.....	2,459,372 99	2,454,324 46
Southern boulevard-Westchester avenue.....	2,148,339 71	2,148,029 89
White Plains road.....	115,644 21	115,042 42
Eastern Parkway.....	1,878,000 00	1,874,583 44
Astoria, Woodside and Corona.....	4,317,328 03	4,312,999 93
Extra work.....	1,290 00	1,290 00
Track material and installation.....	409,000 00	407,027 72
Station finish.....	395,999 99	394,323 20
Real estate, including easements.....	1,400,250 39	1,403,556 56
Interest.....	3,435,951 49	3,384,549 91
Additional appropriation — engineering, superintendence, legal expenses, administration.....	2,023,000 00	2,023,000 00
Additional appropriation transferred from "Suspense account — Real estate sales by P. S. C.".....		300,000 00
Total.....	\$98,359,166 85	\$100,606,351 19
Brooklyn Rapid Transit operation (Contract No. 4):		
Loop lines ⁵	\$12,724,290 74	\$12,897,259 56
Fourth avenue, Brooklyn ⁶	19,198,502 70	19,270,578 61
Broadway, Manhattan.....	15,985,144 29	15,980,859 59
Canal street.....	1,161,000 00	1,160,961 21
Montague and Whitehall streets.....	4,506,000 00	4,505,533 47
Flatbush avenue.....	1,003,020 03	1,001,588 38
New Utrecht avenue.....	1,682,190 00	1,682,040 03
Culver line.....	323,000 00	322,271 23
Track material and installation.....	1,036,663 97	1,034,357 15
Extra work.....	407,776 67	294,014 07
Station finish.....	336,000 00	332,903 01
Real estate.....	1,757,000 00	1,756,159 84
Interest.....	8,309,797 00	8,307,733 40
Additional appropriation — engineering, superintendence, legal expenses, administration.....	1,520,000 00	1,520,000 00
Total.....	\$69,950,385 40	\$70,066,259 56
Grand total.....	\$168,309,552 25	\$170,672,610 74
Totals for June 30, 1915		
Interborough.....	\$85,079,341 77	\$87,084,550 49
Brooklyn Rapid Transit.....	49,958,057 39	50,022,800 52
Grand total.....	\$135,037,399 16	\$137,107,351 01

¹ The 1916 figures are taken from Tables B to E, pages 79 to 82, of City Comptroller's Financial Summary for June 30, 1916.

² Includes corporate stock notes.

³ Registered vouchers and warrants and \$300,000 proceeds from sale of real estate. Does not include disbursements from other sources.

⁴ For details, see Table 30.

⁵ Includes identified corporate stock issued for real estate and maintenance, etc., the amount vouchered being \$3,129,073.10.

⁶ Includes identified corporate stock issued for extra work and maintenance and for real estate, the amounts vouchered being \$230,638.18 and \$200,055.57, respectively.

Further details for the totals of Table 29, relating to Contracts Nos. 1 and 2 are shown in Table 30. The importance of extras and additions is seen to be considerable. These include the reconstruction of stations to accommodate 10-car trains. The cost of interest during construction was over \$4,000,000.

Table 30. Interborough subway contracts Nos. 1 and 2 — city's disbursements to June 30, 1916¹

	Manhattan- Bronx R. R. (Contract No. 1)	Brooklyn- Manhattan R. R. (Contract No. 2)	Total
Work and materials — original contract...	\$34,483,000 00	\$1,808,529 67	\$36,291,529 67
Extras and additions.....	8,140,492 72	1,938,013 41	10,078,506 13
Total amount paid contractors.....	\$42,623,492 72	\$3,746,543 08	\$46,370,035 80
Terminals.....	1,750,000 00	368,594 63	2,118,594 63
Real estate in fee, etc.....	294,194 34	.....	294,194 34
Real-estate easements.....	2,446,490 96	987,090 38	3,433,581 34
Interest during construction.....	3,695,166 28	348,044 20	4,043,210 48
Total.....	\$50,809,344 30	\$5,450,272 29	\$56,259,616 59
Total for 1915.....	\$50,791,176 63	\$5,417,736 40	\$56,208,913 03

Further data relating to the city's investment in rapid-transit undertakings are shown in Division E of general Table XIX and in text Table 31 below. The data referred to relate to the dates and amounts of security issues, interest rates, premiums obtained, etc.—in a word they are primarily of financial interest.

In addition to the investment made by the city, the operating companies have made large contributions of capital for the construction and equipment of rapid-transit lines, as shown in Table 31. The company figures are, of course, derived from their fixed capital accounts. The total combined investment was according to this statement \$316,962,000 on June 30, 1916, an increase over June 30, 1915, of \$72,490,000. This does not include \$13,156,000 charged to fixed capital by the Interborough but explicitly or impliedly excluded from investment in the rapid transit contracts.

The fact that excess cost to the lessor is much more than the cost to the city under the original contract for the Brooklyn-Manhattan Railroad is due to the peculiar conditions under which that contract was let, the essential fact being that the Interbor-

¹From Tables B and C, pages 79 and 80, of City Comptroller's Financial Summary for June 30, 1916. Represent vouchers and warrants registered.

ough was willing to reimburse itself for a large part of the cost through profits from operation rather than let any other company obtain the lease. The reference is to the item, "Cost of leases" in Table 31.

Table 31. Summary of investment embraced in the Dual System contracts, June 30, 1916
(Tentative)

The investment of the Manhattan Railway Company and that of the New York Consolidated (Brooklyn Rapid Transit) in elevated railways made prior to March 19, 1913, are not included.]

	City ¹	Companies ¹	Total
Interborough Rapid Transit:			
Manhattan-Bronx (Contract No. 1).	\$50,809,344 30	\$37,623,521 86	\$93,883,138 45
Brooklyn-Manhattan (Contract No. 2).....	5,450,272 29		
Contract No. 3 and allied certificates.	14,348,734 60	58,492,154 65	102,808,889 25
City-owned lines.....	44,348,734 60	36,985,781 30	81,232,515 90
Company-owned lines.....	.....	21,576,373 35	21,576,373 35
"Cost of leases," represented by amount expended for construction in excess of amount received from city ².....	.....	9,368,991 52	9,368,991 52
Total.....	\$100,608,351 19	\$105,454,668 03	\$203,061,019 22
New York Municipal Railway (Contract No. 4 and allied certificates):			
City-owned lines.....	\$70,066,259 55	\$17,301,954 90	\$87,368,214 45
Company-owned lines.....	.....	12,469,522 80	12,469,522 80
Unallocated (principally interest)...	.....	³ 11,063,097 59	11,063,097 59
Total.....	\$70,066,259 55	\$40,834,575 29	\$110,900,834 84
Grand total.....	\$170,672,610 74	\$146,289,243 32	\$316,961,854 06
Totals for June 30, 1915			
Interborough.....	\$87,084,550 49	⁴ \$77,353,804 92	\$164,438,355 41
Brooklyn Rapid Transit.....	50,022,800 52	30,010,859 78	80,033,660 30
Grand total.....	\$137,107,351 01	\$107,364,664 70	\$244,472,015 71

¹ The 1916 figures are taken from Tables B to E, pages 79 to 82, of City Comptroller's Financial Summary for June 30, 1916. They represent vouchers and warrants registered against corporate stock and note issues and \$300,000 under Contract No. 3 — Proceeds from sale of real estate. No disbursements from other sources are included. Under Contracts Nos. 3 and 4, the Chief Engineer of the Public Service Commission is required to make quarterly determinations of cost. A determination has not yet been made as of June 30, 1916, and therefore the figures for these two contracts are merely tentative.

² As reported by the companies. The statement in footnote 1 regarding determination of cost under Contracts Nos. 3 and 4 applies to the investment of the companies as well. Figures given here are therefore tentative.

³ This item will not be repaid by the city. It is included here for the reason that it probably formed part of the investment under Contracts Nos. 1 and 2, taken to be \$48,000,000, which was used in determining the average return of 8.76 per cent to be paid to the city on its investment under Contract No. 3. See also note 4 as to additional cost of lease.

⁴ The total fixed capital of the company (which does not include materials and supplies and other working capital) was \$118,610,769.29 at June 30, 1916, or \$13,156,101.26 more than the sum of the foregoing items. The difference is accounted for as follows: Cost of leases (stock issued to A. Belmont & Company and J. B. McDonald et al.), \$4,000,000; Manhattan Railway lease expense, \$51,250.00; contractor's expense, \$1,302,817.11; excess cost of Steinway Tunnel over amount received from the city, \$7,759,739.24, and office furniture and fixtures, \$42,294.91. The corresponding table for 1915 included these amounts under the company's investment but they are excluded from the figure entered for the Interborough for 1915 at the close of this table.

⁵ Comprises: Organization, \$2,003.04; other intangible capital, \$120,296.16; debt expense, \$452,545.61; debt discount, \$1,800,000; engineering and superintendence, \$455,292.94; law expenditures, \$54,811.02; materials and supplies, \$401,910.44; interest, \$7,550,581.95; miscellaneous, \$225,656.43.

⁶ See note 4.

Facts regarding the financing of the investment made by the city are shown in Table 32, giving details as to issues of rapid-transit bonds. The distribution of the items in the line "Prior to 1912" by individual years may be obtained from Table 30, page 98, of volume II of this Commission's Annual Report for 1915. Present construction enterprises appear to require new issues at the rate of \$30,000,000 a year or more. The rate of interest has naturally tended upwards in recent years.

Table 32. Rapid-transit bonds of the City of New York outstanding June 30, 1916¹

DESCRIPTION OF ISSUE AND PROCEEDS				
YEAR OF ISSUE	Date of issue	Interest rate	Total issue (par value)	Premium above par (if any) received ²
Prior to 1912.....	{ June 25, 1900 to Jan. 24, 1911 }	3-4½	\$73,162,337 28	\$2,255,910 03
1912.....	May 7	4½	20,000,000 00	149,812 56
1913.....	May 23	4	973,079 49	S. F.
1914.....	April 15	4½	10,000,000 00	145,000 00
1914.....	May-November	4	200,000 00	S. F.
1914.....	Sept. 23	4	972,472 00	S. F.
1915.....	June 29	4½	30,000,000 00	313,200 00
1916.....	Apr. 19	4½	27,130,000 00	709,992 10
Total.....		—	\$162,437,888 77	\$3,573,914 69

AMOUNT OF ISSUE APPLIED TO —				
	Contract 1	Contract 2	Contract 3	Contract 4
Prior to 1912.....	\$48,546,315 03	\$4,085,400 00	.....	\$20,530,622 25
1912.....	222,109 33	668,645 60	\$9,947,472 38	9,161,772 69
1913.....	13,000 00	.....	298,800 30	661,279 19
1914.....	28,454 90	241,000 00	5,941,545 49	3,788,999 61
1914.....	.....	.....	6,200 95	193,799 05
1914.....	1,500 00	.....	670,556 10	300,415 90
1915.....	4,300 00	397,000 14	14,162,283 65	15,436,416 21
1916.....	17,500 00	11,000 00	*11,039,450 34	16,062,049 66
Total.....	\$48,833,179 26	\$5,403,045 74	\$42,066,309 21	\$66,135,354 56

New Rapid-Transit Facilities

Important improvements in the city's transit service through the initial operation of sections of the new Dual System resulted in 1916 in the largest increase in *track* mileage shown in any year during the life of this Commission. The amount of new rapid-

¹ The new Dual System contracts were signed on March 19, 1913. For details by issues prior to 1912, see Table 30, page 98, of vol. II of the Commission's Annual Report for 1915.

² S. F. means sold to the Sinking Fund Commissioners and at par. The premiums here shown, it appears, have not been applied to rapid transit purposes since 1912.

³ An item of \$102,000 improperly reported in 1915 as applicable to Contract No. 4 is here transferred to Contract No. 3.

transit road or *line* mileage added, however, was not as large as in the immediately preceding fiscal year. The new facilities included both extensions of existing lines and additional tracks on elevated structures.

The third track put into operation was more important than the new extensions opened, the most notable addition to third track being on the elevated lines operated by the Interborough. The new express service over the third tracks of the Manhattan Railway began on January 17, 1916, and extends from 149th street to Brooklyn bridge on the Second and Third avenue lines and from 125th street to Cortlandt street on the Ninth avenue line. With the exception of the connection over the Queensboro bridge for Second avenue trains, these facilities constitute the principal improvements proposed for elevated lines in Manhattan. The Ninth avenue, or West-side express service (and to a less extent the Third avenue service), is not new, trains having been regularly operated through from 116th street to Christopher street prior to the interruption of this service for reconstruction of third-track facilities. There are but two stops provided for express trains on the Second avenue line between 125th street and 14th street, on the Third avenue line between 125th street and 23d street, and on the Ninth avenue line between 116th street and 14th street. Appreciable reduction in traveling time for residents of upper Manhattan and the Bronx has thus been effected. This statement, however, must be qualified by an exception as regards some of the users of the former "through express" trains on the Ninth avenue line.

It should be noted in this connection that the increase in track mileage resulting from these new facilities does not correspond to the track used for this service, much third track having been already in existence. The new track of the Manhattan Railway is shown in general Table I as 11.66 miles. This is a net figure, the resultant of removals effected during reconstruction and of additions. Of course there was in 1916 no new elevated line in Manhattan and The Bronx.

Brooklyn also received the benefit of some new third track. On its Broadway elevated line, operation of such track from Marcy Avenue station near the Brooklyn end of the Williams-

burg bridge to Myrtle avenue began on Jan. 17, 1916, and was extended to Aberdeen street on Dec. 21, 1916.

Operation of the Queensboro subway line in Queens was extended to Hunter's Point avenue on Feb. 15, 1916, and to Queensboro Plaza Nov. 5, 1916. From the immense station at the latter point having a mezzanine and two four-track levels above the level of the street, extend the Astoria elevated branch, along Second avenue to Ditmars avenue, and the Corona elevated branch, along Roosevelt avenue through Woodside to Corona, these branches being not yet opened at the close of the fiscal year. At the western end of the Queensboro subway an underground passageway connection at Grand Central station was opened on Sept. 11, 1916, for the convenience of passengers wishing to transfer between this line and the main line of the Interborough subway. Reference to Table IX, A, which shows ticket sales and transfers collected during each month of the calendar year, will disclose a rapid rise in Queensboro traffic during the year, the December figure showing an increase over that for January of 115 per cent.

In Brooklyn an important branch of the Fourth Avenue subway system, namely, the three-track New Utrecht Avenue elevated line, commonly known as the "West End," was opened as far as the 18th avenue station on June 24, 1916, and to 25th avenue on July 29, 1916, the Manhattan terminus being the Chambers street station on the Centre Street Loop. This new elevated line extends from the Fourth Avenue subway through an open cut just north of 38th street to the elevated structure and thus over New Utrecht avenue. It then leaves the old route of the West End line near the 79th street station, turning through private property into 86th street and continuing over that thoroughfare to Stillwell avenue, and thence to Surf avenue. When this and the Gravesend Avenue line are completed the five-cent fare to Coney Island will become a reality.

The former West End line, a branch of the Fifth Avenue elevated, replaced partly by this new elevated extension of the Fourth Avenue subway and partly by a newly inaugurated surface-car line operated over the former West End line tracks, was discontinued with the opening of the New Utrecht Avenue line.

thus eliminating in this part of Brooklyn the dangerous operation of rapid-transit trains on the street surface. Other important increases in Fourth Avenue subway facilities occurred on Jan. 15, 1916, when the underground operation was extended to the terminus of the line just south of the 86th street station, and at the same time two additional tracks from the Sea Beach connection at 65th street to Pacific street and beyond were put into operation.

The year's increase in trackage through new construction as shown by, and discussed in connection with, Table 8, page 46, has some connection with the present topic, although it should be noted that the increase there shown is for the fiscal year, while this discussion relates to developments during the calendar year. The following tabular statement shows comparative increases of rapid-transit and surface road or track during the fiscal years 1908 to 1916 inclusive:

YEAR	MILES OF NEW ROAD (FIRST TRACK)			MILES OF NEW TRACK (ALL TRACKS)		
	Rapid-transit	Surface	Total	Rapid-transit	Surface	Total
1908.....	5.82	8.58	14.40	23.69	15.28	38.97
1909.....	3.44	6.16	9.60	7.69	12.56	20.25
1910.....	4.09	7.22	11.31	6.28	13.90	20.16
1911.....	1.239	17.521	18.760	8.136	32.694	40.830
1912.....	.....	8.158	8.158	1.806	17.566	19.372
1913.....	.....	6.612	6.612	0.020	14.316	14.296
1914.....	1.204	3.322	4.526	2.813	11.664	14.477
1915.....	8.320	2.108	10.428	25.161	6.618	31.779
1916.....	6.960	2.193	4.767	49.596	3.258	46.337

Rapid-Transit Traffic in General

The resumption of growth on the part of the street-railway traffic of the city of 1916 favored the rapid-transit more than the surface lines. Table 33 is designed to facilitate comparisons of this nature. The rapid-transit lines were affected more by the slump of 1915 than the surface lines. But the turn upwards has given the Interborough subway the highest rate of increase it has enjoyed since 1913, and the Hudson & Manhattan the highest since 1912. The B. R. T. rapid-transit division shows an annual rate by far the greatest that it has had at any time during the period covered by the table, but this is almost entirely due to a marked extension of facilities under the Dual System contract.

Table 33. Annual per cent increase in revenue passengers, by kind of transit, 1908-1916

YEAR	UNDERGROUND		ELEVATED		Total	Surface	Total transit	Points excess rapid-transit over surface
	Hudson & Man-hattan	Inter-borough subway	Man-hattan Railway	Brooklyn Rapid Transit				
1908.....	—	20.48	D 0.03	10.92	6.67	0.40	3.24	6.27
1909.....	225.24	18.95	D 2.33	0.59	6.63	0.32	3.27	6.31
1910.....	201.85	12.81	6.36	9.67	13.45	5.21	9.19	8.24
1911.....	23.15	2.88	2.59	3.00	3.93	5.57	4.74	—1.64
1912.....	9.81	9.49	0.94	2.88	4.90	4.71	4.80	0.19
1913.....	1.62	8.09	0.85	1.77	3.71	6.06	5.29	—2.35
1914.....	2.01	3.95	1.51	5.60	3.29	1.64	2.45	1.65
1915.....	D 1.81	1.52	D 3.11	D 1.36	D 0.91	D 0.28	D 0.31	—1.19
1916.....	7.34	7.50	3.46	D 13.46	7.34	2.81	5.04	4.53

The situation as regards the increase in rapid-transit traffic is of sufficient interest to warrant the consideration of the rate of increase by six-month periods and the inclusion of the last half of the calendar year 1916. The ratios in question are presented in the following tabular statement. In order to avoid the effects of seasonal differences these comparisons are, of course, with corresponding periods of the previous year, not with immediately previous months.

	Hudson & Man-hattan	Inter-borough subway	Man-hattan Railway	B. R. T. elevated division	Total rapid-transit
6 months, July-Dec., 1914.....	D 0.52	3.73	D 2.03	1.55	0.95
6 months, Jan.-June, 1915.....	D 3.02	D 0.42	D 4.15	D 4.29	D 2.64
6 months, July-Dec., 1915.....	3.27	3.77	D 0.65	7.86	3.10
Calendar year, 1915.....	0.02	1.57	D 2.46	1.84	0.15
6 months, Jan.-June, 1916.....	11.28	10.91	7.54	19.49	11.48
6 months, July-Dec., 1916.....	9.65	11.55	16.84	11.48	13.15
Calendar year, 1916.....	12.49	11.22	12.15	15.21	12.32

The increase of rapid-transit traffic for the fiscal year 1916, 7.34 per cent, was much less marked than for the calendar year, the ratio for the latter being 12.32 per cent. The gain for the fiscal year came almost entirely in the last six months, that is, those common to this period and to the calendar year. But the last six months of the calendar year 1915 were better than the first six months, which were marked by decreases for every rapid-transit road of the city. The order or rank of the various companies as regards their increases for the last six months of the calendar year 1916 is the same as their order in respect to extensions of facilities. The new third-track facilities for express

¹ Includes Brooklyn bridge-local passengers.
² Includes a relatively small amount of subway transit.
³ Includes the Brooklyn & North River for 1915 but not for 1914. Inclusive of this company for 1914, the figure is D 0.06.

service on the Manhattan Railway were not put into use until January, 1916.

On the basis of Table 34, one may judge of the relative progress of the various types of rapid-transit. The proportionate share of each rapid-transit road in the total traffic for such lines and the total for all street railways is there shown in terms of per cent.

Table 34. Ratio of rapid-transit traffic to total traffic, and share of various roads in the rapid-transit total, 1908-1916

(A) PER CENT DISTRIBUTION OF TOTAL TRAFFIC							
RAPID-TRANSIT							
YEAR	UNDERGROUND		ELEVATED		Total	Surface	Grand total
	Hudson & Man-hattan	Inter-borough subway	Man-hattan Railway	Brooklyn Rapid Transit			
1908 ¹	0.32	14.76	20.83	10.85	46.76	53.24	100.00
1909.....	1.01	17.00	19.70	10.57	48.28	51.72	100.00
1910.....	2.80	17.56	19.19	10.61	50.16	49.84	100.00
1911.....	3.29	17.25	18.79	10.44	49.77	50.23	100.00
1912.....	3.45	18.03	18.10	10.24	49.82	50.18	100.00
1913.....	3.33	18.50	17.34	9.90	49.07	50.93	100.00
1914.....	3.31	18.77	17.18	10.21	49.47	50.53	100.00
1915.....	3.26	19.12	16.69	² 10.10	49.17	50.83	100.00
1916.....	3.33	19.57	16.44	² 10.91	50.25	49.75	100.00

(B) PER CENT DISTRIBUTION OF RAPID-TRANSIT TRAFFIC						
YEAR	UNDERGROUND		ELEVATED		TOTAL	
	Hudson & Man-hattan	Inter-borough subway	Man-hattan Railway	Brooklyn Rapid Transit	Per cent	Number of passengers
1908.....	0.60	31.57	44.54	23.20	100.00	634,939,379
1909.....	2.10	35.22	40.80	21.88	100.00	677,033,739
1910.....	5.58	35.02	38.25	21.15	100.00	768,122,175
1911.....	6.61	34.66	37.76	20.97	100.00	798,281,859
1912.....	6.92	36.18	36.34	20.56	100.00	837,374,152
1913.....	6.78	37.71	35.33	20.18	100.00	868,433,097
1914.....	6.70	37.95	34.72	20.63	100.00	896,999,293
1915.....	6.63	38.88	33.95	² 20.54	100.00	888,880,577
1916.....	6.63	38.94	32.73	² 21.70	100.00	954,143,917

The increase in the share of rapid-transit roads has not been uninterrupted. Only in 1916 has the total for this group again reached and surpassed the point attained in 1910, and only in these two years, 1910 and 1916, has this group obtained more than one-half the total traffic of the city. Of the four rapid-transit roads, the Interborough subway has shown the greatest progress, which progress has also been least subject to interruption. Only in 1910 and 1911 did it have a less share of rapid-

¹ Includes figures for chartered cars.

² Includes a relatively small amount of subway transit.

transit traffic than in the preceding year, and this was due, not to any tendency of its own, but merely to an extension of facilities on the part of the Hudson & Manhattan through the opening of the downtown tunnels. The Interborough subway's share of the total street-railway traffic suffered a decrease only in 1911.

Hudson & Manhattan traffic.—The following text table summarizes general Table IX, D, as in previous years. The traffic of the Hudson & Manhattan is practically all interstate, between New York and New Jersey. This is the only rapid-transit road serving the city that is not a part of the Dual System, and thus the only one in which the municipality has not a direct financial interest in construction costs or operating results.

Table 35. Passengers of the Hudson & Manhattan, by groups of stations, 1916, and by half years, 1910-1916¹

GROUPS OF STATIONS	JANUARY TO JUNE		JULY TO DECEMBER	
	Ticket sales	Per cent increase over 1915.	Ticket sales	Per cent increase over 1915
Stations in New Jersey.....	17,197,820	11.99	17,058,094	9.74
Pennsylvania joint-rate.....	3,576,687	18.07	3,728,644	12.83
2-cent tickets.....	5,516,388	4.80	5,267,100	5.34
Hudson Terminal.....	9,925,738	13.54	9,911,827	10.90
Pennsylvania joint-rate ²	3,550,165	17.51	3,693,611	12.84
2-cent tickets.....	9,125	11.28	5,650	D 44.47
Uptown New York stations ²	6,207,168	6.11	5,881,658	7.34
2-cent tickets.....	7,951,300	7.99	7,612,206	8.17
Miscellaneous.....	275	D 93.32	1,050	D 30.00
2-cent tickets.....	208,575	14.89	203,500	17.93
Total.....	33,331,001	11.28	32,852,629	9.65
Pennsylvania joint-rate.....	7,126,852	17.79	7,422,255	12.83
2-cent tickets.....	13,685,338	6.78	13,038,456	7.11
1910, total passengers.....	24,596,719	—	24,494,922	—
1911, total passengers.....	28,281,512	14.90	28,456,297	16.17
Pennsylvania joint-rate.....	.....	.....	3,962,649	.....
2-cent tickets.....	.....	.....	4,594,644	.....
1912, total passengers.....	20,477,929	4.30	28,601,305	0.51
Pennsylvania joint-rate.....	4,002,605	.....	4,927,653	—
2-cent tickets.....	13,002,347	.....	12,467,139	—
1913, total passengers.....	30,268,764	2.68	29,165,388	1.97
Pennsylvania joint-rate.....	5,437,966	35.86	5,743,642	16.56
2-cent tickets.....	13,334,409	2.55	12,606,990	1.12
1914, total passengers.....	30,886,502	2.04	29,013,755	D 0.52
Pennsylvania joint-rate.....	5,843,179	7.45	6,008,541	4.61
2-cent tickets.....	13,358,240	0.18	12,185,831	D 3.34
1915, total passengers.....	29,952,659	D 3.02	29,962,533	3.27
Pennsylvania joint-rate.....	6,050,309	3.54	6,577,979	9.48
2-cent tickets.....	12,816,049	D 4.06	12,219,997	0.23
1916, total passengers.....	33,331,001	11.28	32,852,629	9.65
Pennsylvania joint-rate.....	7,126,852	17.79	7,422,255	12.83
2-cent tickets.....	13,685,338	6.78	13,038,456	7.11

For footnotes, see next page.

The Hudson & Manhattan was at first hard hit by the European war but has since made a rapid recovery. Traffic via the Christopher street tunnels, however, as indicated by the comparative rates of increase for the 2-cent tickets — which are supplementary to the regular 5-cent fare to make up the 7-cent rate for the trip through these tunnels — lags behind that for the road as a whole. The Pennsylvania joint-rate traffic (chiefly to Newark) increased most rapidly during 1916, nearly 18 per cent for the first half of the calendar year and 13 per cent for the second half. Although this is returned by the company as all pertaining to the Hudson Terminal station, that is not quite the actual situation. The 2-cent tickets are extra for these passengers also if they travel via the Christopher street tunnels. But the other than joint rate traffic at the Hudson Terminal is, by this method of reporting, made to appear somewhat smaller than it actually is, and its indicated increase is thus not quite correct.

Interborough Operating Statistics

The return of the upward tide of subway traffic naturally finds expression in a recurrence of days of maximum traffic, breaking previous records. The largest number of ticket sales in a single day in the history of the road down to the close of the calendar year 1916 occurred on Monday Dec. 18, when the company received pay for 1,541,832 passenger trips. It is even more noteworthy that all previous records were broken eight times during the last three months of the year. A qualification of this statement is necessary with reference to the fact that the Queensboro subway was in operation as a part of this road in 1916, as well as in 1915, but not at the time of the next previous maximum day. As shown in Table 37 below, and in the corresponding table in the 1915 Report, the number of Queensboro subway ticket sales in December, 1916, was 608,000, and in December, 1915, only 265,000. One twenty-sixth of the 1916 figure is 23,400,

¹ The italic figures are explanatory of the composition of the other figures and not additional to them, but they are not necessarily included with the figure immediately above. The numbers entered for 2-cent tickets represent passengers buying such a ticket in addition to the regular 5-cent ticket, constituting the 7-cent passengers.

² Pennsylvania joint-rate traffic uses the uptown tunnels to some extent but no separate return is made for such passengers.

³ For the months of October, November and December.
For the month of December.

and of the 1915 figure, 10,200. An allowance for the effect of this traffic upon ticket sales elsewhere upon the system might require the deduction of twice these figures from the December maxima. But the figure for Dec. 18, 1916, is 156,000 greater than the ticket sales of any day previous to 1916. The figures for various maximum days since the beginning of 1912 are shown in the following tabular statement:

MAXIMA FOR INTERBOROUGH SUBWAY TICKET SALES PER DAY

DATE	Tickets sold	Remarks ¹
December 23, 1912.....	1,225,430	Fair ²
March 31, 1913.....	1,343,515	Dayton Day ³
December 20, 1915.....	1,385,253	Clear
October 16, 1916.....	1,387,126	Clear
October 23, 1916.....	1,395,714	Clear
November 20, 1916.....	1,422,395	Clear
November 27, 1916.....	1,431,388	Clear
December 4, 1916.....	1,435,096	Clear
December 11, 1916.....	1,459,923	Fair
December 16, 1916.....	1,471,611	Snow
December 18, 1916.....	1,541,832	Clear

Table 36, which gives data for the Interborough subway by months, makes it possible to trace recent changes by individual months, and thus determine whether the growth impetus shows signs of waning in the last months of the year 1916. Though the per cent increase for the last month of the year over the corresponding month of the previous year is surpassed by that of three other months it is still considerably higher than the general average for the full year. The comparison is, it is true, somewhat affected by the further extension of the Queensboro subway during these last months. But the December, 1916, traffic of this subway, 608,000, is only 1.77 per cent of the total Interborough traffic for December, 1915. Similarly the Queensboro subway traffic is even a much smaller factor in the marked increases occurring at the close of 1915. It is in comparison with such increased figures of the previous year that the later increases of 1916

¹ The day of the week happens to be in all cases Monday, except for December 16, 1916. The fact is probably due not so much to more riding on that day as to the buying of the week's supply of tickets ahead in enough cases to affect the balance of sales by days.

² That is, cloudy, but no rain.

³ Notice had been published that 5 per cent of receipts on that day would be devoted to relief for Dayton flood sufferers. Some habitual users of the subway probably laid in a supply of tickets for future use.

emerge, while the increases for the early months of the calendar year 1916 are in considerable part the result of an upward swing of traffic that is not entirely new growth, since there were decreases to be counteracted in the corresponding months of the previous year. A factor in the increases for September, and to some extent for October, was the strike on surface lines, resulting in the temporary transfer of a large amount of ordinarily surface traffic to the subway.

Table 36. Interborough subway passengers and car miles by months, January, 1915, to December, 1916, with per cent increases for corresponding months of successive years

(A) PASSENGERS

MONTH	Number		Per cent increase	
	1915	1916	1914-1915	1915-1916
January.....	29,985,268	34,032,671	D 4.23	13.50
February.....	28,851,887	32,232,673	D 1.53	11.72
March.....	32,678,729	36,151,132	D 0.48	10.63
April.....	30,947,807	34,151,778	D 2.03	10.35
May.....	30,726,791	33,563,617	3.29	9.23
June.....	27,448,461	30,209,923	3.16	10.06
July.....	23,696,195	25,145,752	D 1.76	6.12
August.....	23,563,917	25,588,834	2.89	8.59
September.....	25,325,258	29,371,426	D 0.09	15.98
October.....	31,880,000	36,184,358	5.01	13.50
November.....	32,251,763	35,995,364	7.98	11.61
December.....	34,446,391	38,651,526	6.48	12.21
Fiscal year.....	345,585,749	371,505,318	1.52	7.50
Calendar year.....	351,802,467	391,279,054	1.57	11.22

(B) CAR MILES (ACTIVE)

January.....	5,834,637	6,287,781	D 0.03	7.22
February.....	5,578,872	5,835,133	4.90	4.59
March.....	6,235,363	6,404,753	4.69	2.72
April.....	6,007,544	6,107,825	2.53	1.67
May.....	5,948,044	6,186,219	1.97	4.00
June.....	5,616,155	5,846,469	12.12	4.10
July.....	5,441,891	5,414,278	10.05	D 0.51
August.....	5,298,842	5,223,551	9.74	D 1.42
September.....	5,022,377	5,029,437	2.09	0.14
October.....	5,581,971	5,514,846	3.62	D 1.20
November.....	5,814,339	5,820,991	0.61	0.11
December.....	6,304,938	6,360,961	6.88	0.89
Fiscal year.....	66,535,245	70,132,538	2.81	5.41
Calendar year.....	68,714,973	70,032,244	5.51	1.92

Car-miles have not increased in proportion to traffic. Indeed they have remained comparatively stationary, showing a gain of only 1.92 per cent for the calendar year. Most of this increase

came in the first half of the year. Indeed, there were decreases in three out of the last six months. The strike and labor conditions doubtless had much to do with this. The limitation of the capacity of the main-line subway to accommodate additional trains was also important.

The newness of the Queensboro subway is the reason for the presentation in this connection of the details shown in text Table 37. The extension of operation to Queensboro Plaza, together with a previous less important extension earlier in the year, approximately doubled the traffic on this line. The operated length of route was 1.39 miles on Dec. 31, 1915, 1.59 on June 30, 1916 and 2.57 at the close of 1916, as reported by the Interborough. Active passenger car miles were 21,156 for December, 1915; 32,395 for June, 1916; and 71,821 for December, 1916.

Table 37. Queensboro subway passengers and transfers, by months, 1916

MONTH	TRANSFERS COLLECTED AT —		TICKET SALES AT —					Total
	Lexington avenue	Grand Central	Lexington avenue	Jackson avenue	Hunters' Point avenue ¹	11th street ²	Queens- boro Plaza ²	
January.....	149,022	167,595	60,526	222,560	.....	.....	.....	283,086
February.....	144,392	174,371	60,061	220,694	7,180	.....	.....	287,935
March.....	178,180	212,852	71,424	258,940	19,171	.....	.....	349,535
April.....	172,272	205,401	69,446	246,904	22,749	.....	.....	339,099
May.....	176,377	212,154	72,270	255,700	24,832	.....	.....	352,802
June.....	166,988	197,385	65,262	231,100	25,928	.....	.....	322,290
Total, fiscal year.	1,540,476	1,835,920	651,106	2,342,628	99,880	.....	.....	3,093,594
July.....	149,976	176,080	56,825	207,230	28,780	.....	.....	290,835
August.....	164,770	191,761	61,899	225,970	33,960	.....	.....	320,929
September.....	181,157	206,079	50,620	242,700	34,190	.....	.....	327,510
October.....	218,905	259,587	42,878	306,600	43,630	.....	.....	392,108
November.....	311,767	355,195	43,844	204,380	29,430	40,620	189,600	507,874
December.....	380,270	452,398	51,004	185,244	28,370	52,610	291,600	608,828
Total, calendar year.	2,385,076	2,810,858	706,059	2,807,022	295,320	93,230	481,200	4,382,831

The Interborough subway length of ride.—Table 38 gives the estimated length of ride on the Interborough subway for a series of years, both for the fiscal year as a whole and for the months of January and July separately. The assumption underlying the estimate and the method of computation have been described in the analysis of transportation statistics in preceding Annual Reports of this Commission. The data are the facts as to origin and direction of travel as shown in the station ticket sales.

¹Opened February 15, 1916.²Opened November 5, 1916.

Table 38. Average length of ride (in miles) of passengers on the Interborough subway, 1908-1916

YEAR	Fiscal year	MONTH OF --	
		January	July
1908.....	—	4.51	5.66
1909.....	5.41	5.10	5.81
1910.....	5.55	5.31	6.01
1911.....	5.59	5.42	6.09
1912.....	5.74	5.44	6.15
1913.....	5.80	5.61	6.20
1914.....	5.81	5.65	6.13
1915.....	5.86	5.74	6.15
1916.....	5.74	5.63	5.88

There is one important respect in which the situation for 1916 is different from what it has been in previous years in a way to make the computation more complicated and the results less reliable. The computation in question has been possible only by reason of the fact that the lay-out of the system has made it substantially a single north-and-south line. It branches at 96th street, and there have been other, though less important, objections to treating the data in the way implied. But the operation of the Queensboro subway as a branch tapping the main line at just about its traffic center greatly increases the strain upon the necessary assumptions made and possibly impairs the reliability of the result. It is necessary to assume that this traffic is distributed on the main line according to the indicated distribution of Grand Central station traffic as a whole. On this basis the computation takes its regular form, but should be qualified and supplemented by special analysis of the Queensboro traffic.

On the basis of ticket sales for passengers originating on the Queensboro subway, the average length of ride on this branch was 1.397 miles for the fiscal year, 1.41 for July, and (of course, there being only the two terminal stations) 1.39 for January. But some passengers did not transfer to or come from the main-line subway. We can only assume that the length of ride for these passengers local to the line was the same as for the others. The number of these local passengers was 1,257,674 during the fiscal year, and the total traffic directly assigned to the Queensboro subway, including them, 4,634,070. Corresponding figures for January were 115,491 and 423,108, and for July, 114,755 and 440,811. As regards the passengers who used also the main line,

the correction of the main-line average requires merely the derivation of a corresponding passenger mileage figure for the ride on the Queensboro branch, its division by the total number of passengers on the subway, and the addition of the resulting average to the average length previously obtained. As regards the merely local passengers, it suffices to subtract from the main-line average a length corresponding to enough passenger mileage to give the difference between the local average *times* the number of local passengers and the main-line average *times* the same number.¹ In fact, however, the effects of these two modifying elements just about cancel each other in the one of the three cases where the result is most considerable, causing a net change of only 0.002 of a mile, therefore not enough to affect appreciably the result of the computation.

The comparative result of the computation for 1916 is noteworthy. There is a reversal of the almost uninterrupted tendency hitherto towards an increase in the length of ride and a relatively large decrease for all three of the periods used. The most marked decrease is for July. This may be because of the greater relative weight of Queensboro traffic in this month, owing to the seasonal decrease of the general subway traffic. At any rate it would seem consistent with the general factors in the situation that the influence of the addition of new traffic of this character to the old would affect the result in the direction indicated. The ride on the Queensboro line is short and passengers transferring to the main line from it are already in the business district of the city.

But the decrease in the general average length of ride seems too large to be accounted for by so small an amount of traffic of a new description. This matter can be put to the test of a mathematical computation. The total increase in passengers for the road was 25,919,000, and the computed increase in passenger mileage — the difference between the earlier number of passengers multiplied by 5.86 and the later multiplied by 5.74 — was 107,308,056. Since there were only 4,634,070 Queensboro passengers altogether, no shortness of ride merely on their part can

¹Strictly, the local passengers should not be included with the passengers originating on the Interborough main line at the Grand Central in computing the main-line average. But a computation on the basis that eliminates them shows only a negligible difference.

account for the reduction in the general average. If what we may call the old traffic continued with the old average, all the new traffic—including that from the Queensboro subway—would of necessity show an average length of ride of only 4.14 miles in order to bring the combined average down to 5.74. Most of the increase was therefore in comparatively short rides. It would be quite consistent with the improvement in business conditions that such should be the fact. The home-to-work demand for transit is doubtless the most inelastic component of the total, being affected substantially only by changes in the population of the city, while trips incidental to shopping, calling, and amusement would naturally fall off during hard times and correspondingly increase with bettered business and employment conditions.

Financial Results of Interborough Subway Operation

The financial results of the Interborough's operation of the original city-owned subway are important enough to demand their presentation in convenient summary form for each year from the beginning of operation on October 27, 1904, as is done in Table 39. Such a description of this table, however, requires qualification with reference to the opening of the Queensboro subway—an extension provided for under Contract No. 3—eight days before the close of the fiscal year 1915. But practically the data relate to results from Contracts Nos. 1 and 2 as less than one per cent (0.825 per cent) of the subway passenger revenues during 1916 were derived from the Queensboro subway.

The results for the year 1916 show an increase in revenues of 8.48 per cent, an increase in operating expenses of 10.83 per cent, and an increase in operating income of 6.97 per cent. The operating ratio was 35.52 per cent, a slight increase over 1915. The operating revenue per car mile was the highest it has been since 1910, a fact that bears out the general impression of passengers that the subway crowding has been increasing. It is worthy of note that the city's proportion of the operating income has been steadily declining and the company's proportion increasing. Of the \$11,987,000 operating income for the year 1916, \$2,380,000 went to the city as interest and sinking fund for rapid-transit bonds, and \$9,598,000 remained as the company's gross profits.

The Interborough's interest payments and other capital charges connected with subway operation are still to be provided for from the latter amount. These results are entirely separate from the results of Manhattan Railway (or elevated division) operation, the Interborough being the lessee of these elevated lines as well as of the city-owned subway lines constructed under Contracts Nos. 1 and 2.

Table 40 likewise shows for a series of years the balance sheet of the Interborough Rapid Transit Company, lessee of subway lines under Contracts Nos. 1, 2 and 3. Expenditures under the new rapid-transit contracts increased during the year 1916 from \$32,483,000 to \$58,462,000. The cash balance on hand of rapid-transit construction funds was \$41,979,000 on June 30, 1916, an increase of \$19,706,000. Expenditures under the new contracts have been financed by the sale of bonds, of which \$45,000,000 were issued during the year.

Table 30. Revenues and expenses of the Interborough subway: (A) Years ended June 30, 1905-1910

[This statement does not include non-operating revenue such as interest on bank balances, rent of non-operating real estate, etc., which by the terms of the lease would be included in the profits of the subway. Since 1909 there have been some unimportant items of rent payable (other than rent paid to the city) which are not here deducted.]

Item	Oct. 27, 1904, to June 30, 1905				1906				1907				1908				1909				1910			
Revenue car mileage.....	18,915,364				31,931,073				37,184,940				44,005,213				46,220,888				50,258,774			
Tickets sold.....	72,722,890				137,919,632				166,363,611				200,439,776				238,430,146				268,982,115			
Transportation revenue.....	\$3,639,078 26				\$6,900,873 96				\$8,319,468 24				\$10,020,538 18				\$11,917,313 00				\$13,443,804 66			
Other operating revenue.....	93,713 04				151,138 04				187,455 37				232,799 19				273,687 52				488,700 91			
Total operating revenue.....	\$3,732,791 30				\$7,052,012 00				\$8,506,923 61				\$10,253,337 37				\$12,191,000 52				\$13,932,505 57			
Maintenance, way and structures.....	\$174,221 87				\$358,014 01				\$495,824 95				\$542,912 86				\$603,335 08				\$664,443 81			
Maintenance, equipment.....	261,778 78				435,885 01				803,010 92				943,177 83				776,204 75				732,221 48			
Operation of power plant.....	722,090 86				830,266 59				929,004 26				1,055,222 16				1,092,233 61				1,134,842 85			
Operation of cars.....	575,602 10				1,160,370 89				1,333,588 39				1,515,663 65				1,614,947 81				1,714,629 99			
General expenses ¹	108,754 14				193,572 85				321,941 16				366,336 77				460,898 79				450,311 41			
Total operating expenses.....	\$1,850,447 75				\$2,978,109 35				\$3,883,369 68				\$4,423,313 27				\$4,547,620 04				\$4,756,449 54			
Taxes.....	15,900 00				28,685 56				42,954 37				59,540 45				66,595 73				225,279 95			
Operating income.....	\$1,886,443 55				\$4,015,217 09				\$4,580,599 56				\$5,770,483 65				\$7,576,784 75				\$8,950,776 08			
Rental charge (city's interest and sinking fund).....	1,049,402 14				1,826,038 50				1,933,233 21				1,991,984 95				2,171,023 43				2,181,204 01			
Company's gross profits.....	817,041 41				2,219,178 59				2,647,366 35				3,778,498 70				5,405,761 32				6,769,572 07			
Of operating expenses to revenue.....	49.57%				42.23%				45.65%				43.14%				37.80%				34.14%			
Operating revenue.....	(cents) 19.73				(cents) 22.08				(cents) 22.88				(cents) 23.30				(cents) 26.37				(cents) 27.72			
Maintenance, way and structures.....	0.92				1.12				1.33				1.24				1.31				1.32			
Maintenance, equipment.....	1.43				1.37				2.16				2.14				1.68				1.58			
Operation of power plant.....	3.82				2.60				2.50				2.40				2.36				2.26			
Operation of cars.....	3.04				3.63				3.59				3.44				3.49				3.41			
General expenses ¹	0.57				0.60				0.87				0.83				1.00				0.89			
Total operating expenses.....	9.78				9.32				10.45				10.05				9.84				9.46			
Taxes.....	0.09				0.09				0.11				0.14				0.14				0.45			
Operating income.....	9.86				12.67				12.32				13.11				16.39				17.81			
Rent due city.....	5.55				5.72				5.20				4.52				4.69				4.34			
Company's gross profits.....	4.31				6.95				7.12				8.59				11.70				13.47			

¹ Includes Injuries and damages and Traffic expenses.

Table 39. Revenues and expenses of the Interborough subway: (B) Years ended June 30, 1911-1916

Item	1911	1912	1913	1914	1915 ¹	1916 ¹
Revenue car mileage.....	57,110,868	64,544,520	65,607,992	66,454,810	68,375,144	72,011,186
Tickets sold.....	276,704,796	302,973,856	327,471,510	340,413,103	345,585,749	371,505,318
Transportation revenue.....	\$13,829,604 43	\$15,136,295 41	\$16,358,675 41	\$17,093,496 27	\$17,265,943 61	\$18,562,239 65
Other operating revenue.....	523,602 04	557,612 50	449,280 18	557,031 71	577,851 28	795,012 99
Total operating revenue.....	\$14,353,206 47	\$15,693,907 91	\$16,807,955 59	\$17,550,557 98	\$17,843,794 89	\$19,357,252 64
Maintenance, way and structures.....	\$394,070 29	\$777,310 36	\$791,580 95	\$800,633 36	\$825,436 35	\$897,228 59
Maintenance, equipment.....	1,591,658 18	1,748,948 32	1,781,057 16	1,234,309 78	1,271,609 35	1,344,549 36
Operation of power plant.....	1,202,210 95	1,199,940 52	1,180,695 72	1,183,931 98	1,190,411 25	1,354,955 13
Operation of cars.....	1,927,774 08	2,132,691 24	2,183,483 06	2,200,131 38	2,248,870 89	2,491,394 65
General expenses.....	543,939 52	658,977 63	707,588 62	752,811 24	666,742 28	787,088 97
Total operating expenses.....	\$5,929,653 03	\$6,517,838 07	\$6,644,405 51	\$6,171,817 74	\$6,203,070 12	\$6,875,191 71
Taxes.....	258,437 94	363,802 92	389,405 27	386,188 50	442,371 86	503,629 70
Operating income.....	\$8,155,115 50	\$8,812,236 92	\$9,774,144 81	\$11,002,551 74	\$11,198,352 91	\$11,978,431 23
Rental charge (city's interest and sinking fund).....	2,251,692 25	2,312,943 28	2,339,482 68	2,361,074 88	2,360,076 03	2,380,619 84
Company's gross profits.....	5,900,423 25	6,499,293 64	7,434,662 13	8,641,486 86	8,838,285 88	9,597,811 39
Ratio						
Of operating expenses to revenue.....	41.31%	41.53%	39.53%	36.72%	34.76%	35.52%
Car-Mile Ratios						
Operating revenue.....	(cents) 25.13	(cents) 24.31	(cents) 25.53	(cents) 26.42	(cents) 26.10	(cents) 25.87
Maintenance, way and structures.....	1.21	1.20	1.20	1.20	1.21	1.24
Maintenance, equipment.....	2.73	2.71	2.71	1.83	1.83	1.87
Operation of power plant.....	2.11	1.83	1.83	1.78	1.74	1.88
Operation of cars.....	3.38	3.30	3.32	3.31	3.29	3.43
General expenses.....	0.95	1.02	1.08	1.13	0.97	1.09
Total operating expenses.....	10.38	10.10	10.11	9.28	9.07	9.51
Taxes.....	0.47	0.53	0.59	0.58	0.65	0.70
Operating income.....	14.28	13.65	14.88	16.56	16.38	16.63
Rent due city.....	3.95	3.58	3.53	3.53	3.45	3.31
Company's gross profits.....	19.33	10.07	11.32	13.00	12.93	13.32

¹ Includes Queensboro subway, June 22-30.
² Includes Queensboro subway.
³ Includes Injuries and damages and Traffic ex. expense.

Table 40. Assets and liabilities of the Interborough Rapid Transit Company: (A) June 30, 1902-1908¹

Assets Side	1903				1904				1905				1906				1907				1908			
	Assets				Liabilities				Assets				Liabilities				Assets				Liabilities			
Subway equipment — total.....	\$4,248,247	86	\$13,556,461	40	\$23,125,695	91	\$24,380,524	05	\$23,125,695	91	\$24,380,524	05	\$23,125,695	91	\$24,380,524	05	\$25,445,457	30	\$26,600,303	93	\$25,445,457	30	\$26,600,303	93
Engineering and superintendence.....	186,783	57	301,933	19	415,286	11	470,127	87	415,286	11	470,127	87	415,286	11	470,127	87	505,174	16	509,685	52	505,174	16	509,685	52
Electric line construction.....	1,987,506	79	7,552,001	82	12,706,488	67	3,780,100	91	12,706,488	67	3,780,100	91	12,706,488	67	3,780,100	91	4,073,822	77	4,552,795	81	4,073,822	77	4,552,795	81
Buildings and machinery.....	189,201	21	4,387,475	89	7,964,559	08	10,102,950	72	7,964,559	08	10,102,950	72	7,964,559	08	10,102,950	72	10,508,997	96	10,782,780	36	10,508,997	96	10,782,780	36
Cars.....	146,415	04	164,833	95	257,433	33	8,097,719	43	257,433	33	8,097,719	43	257,433	33	8,097,719	43	8,300,399	81	8,650,058	53	8,300,399	81	8,650,058	53
Miscellaneous.....	1,738,341	25	1,150,216	55	1,781,928	72	552,210	16	1,781,928	72	552,210	16	1,781,928	72	552,210	16	662,841	00	709,911	04	662,841	00	709,911	04
Land for power and sub-station sites.....																								
Other land used in operation.....																								
Total fixed capital.....	\$8,616,699	06	\$17,980,383	25	\$28,042,787	15	\$32,095,145	08	\$28,042,787	15	\$32,095,145	08	\$28,042,787	15	\$32,095,145	08	\$33,424,345	64	\$37,052,056	56	\$33,424,345	64	\$37,052,056	56
Other investments:																								
Advances to associated companies.....			125,000	00	474,500	00	2,477,000	00	474,500	00	2,477,000	00	474,500	00	2,477,000	00	9,773,837	47	12,157,375	25	9,773,837	47	12,157,375	25
Stocks and bonds of other companies ¹			12,027,265	69	14,055,113	46	18,753,845	93	16,065,682	73	18,753,845	93	16,065,682	73	18,753,845	93	18,793,583	91	19,599,706	01	18,793,583	91	19,599,706	01
Non-operating real estate.....																								
Floating capital:																								
Materials and supplies.....	550,291	30	895,847	19	534,413	12	655,861	05	534,413	12	655,861	05	534,413	12	655,861	05	897,900	92	1,220,804	83	897,900	92	1,220,804	83
Cash.....	10,866,247	97	2,432,770	51	2,044,777	47	869,958	26	2,044,777	47	869,958	26	2,044,777	47	869,958	26	768,032	53	785,551	25	768,032	53	785,551	25
Manhattan guaranty fund.....	4,018,811	84	4,018,811	84	4,107,189	59	4,057,986	59	4,107,189	59	4,057,986	59	4,107,189	59	4,057,986	59	4,057,986	59	4,119,293	68	4,057,986	59	4,119,293	68
Accounts receivable.....	1,094,791	98	791,979	55	3,824,084	37	4,362,413	93	3,824,084	37	4,362,413	93	3,824,084	37	4,362,413	93	403,747	23	1,161,381	11	403,747	23	1,161,381	11
Deferred debits:																								
Prepayments.....	6,744	42	84,720	90	88,327	31	140,064	19	88,327	31	140,064	19	88,327	31	140,064	19	105,534	69	105,910	46	105,534	69	105,910	46
Taxes paid under protest.....																								
Other suspense.....																								
Miscellaneous.....			9,225	28	15,777	97	317,496	12	15,777	97	317,496	12	15,777	97	317,496	12	44,426	76	74,793	35	44,426	76	74,793	35
Unamortized discount.....																								
Total.....	\$37,180,852	26	\$40,393,851	98	\$55,197,539	71	\$64,574,233	72	\$55,197,539	71	\$64,574,233	72	\$55,197,539	71	\$64,574,233	72	\$68,542,674	16	\$78,341,199	88	\$68,542,674	16	\$78,341,199	88
Accrued liabilities.....			\$381,402	52	\$824,439	75	\$1,040,833	68	\$824,439	75	\$1,040,833	68	\$824,439	75	\$1,040,833	68	\$1,508,205	67	\$1,695,267	61	\$1,508,205	67	\$1,695,267	61
Taxes in litigation.....	163,000	00	918,665	24	1,848,405	64	2,983,048	47	1,848,405	64	2,983,048	47	1,848,405	64	2,983,048	47	2,007,516	40	2,029,880	52	2,007,516	40	2,029,880	52
Bills and accounts payable.....	287,134	62	1,117,099	31	5,132,936	36	7,877,329	84	5,132,936	36	7,877,329	84	5,132,936	36	7,877,329	84	3,321,930	21	2,270,527	70	3,321,930	21	2,270,527	70
Funded debt.....																								
Capital stock ¹	35,000,000	00	35,000,000	00	35,000,000	00	35,000,000	00	35,000,000	00	35,000,000	00	35,000,000	00	35,000,000	00	25,000,000	00	35,033,000	00	25,000,000	00	35,033,000	00
Reserves ²	801,992	98	1,028,825	89	597,449	66	597,322	73	597,449	66	597,322	73	597,449	66	597,322	73	700,781	06	700,781	06	700,781	06	700,781	06
Corporate surplus ³	547,322	14	1,773,048	27	1,794,308	30	2,075,699	00	1,794,308	30	2,075,699	00	1,794,308	30	2,075,699	00	1,004,240	82	1,611,742	99	1,004,240	82	1,611,742	99

¹ Assets and liabilities June 30, 1902 — Assets: Cost of leases (including \$1,500,000 charged to A. Belmont & Company and carried under stocks and bonds of other companies until 1907), \$4,000,000; stocks and bonds of other companies, \$9,600,000; cash, \$2,560,080; total assets, \$16,160,080. Liabilities: Capital stock (subscribed \$25,000,000, less \$9,000,920 uncalled subscriptions), \$15,940,080; premium on \$21,400,000 par value of capital stock, \$220,000. Excluding \$1,250, cost of Manhattan lease in 1903 and 1904, and \$51,250 in 1905 and thereafter. Included under "Cost of leases." Includes payment in capital stock of the company to J. B. McDonald et al., \$2,500,000, and A. Belmont & Company, \$1,500,000. See also note 2. Contractor's expenses June 30, 1907, include the following: Cost of leases (1903-6), \$257,781.25; interest (1905-6), \$450,000; legal expenses, \$178,189.53; commission on sale of gold notes, \$412,500; other, \$27,090.88; total, \$1,302,817.11. Includes \$9,600,000; capital stock, \$9,600,000; paid for \$6,000,000 (par value) of Rapid Transit Subway Construction Company stock. Rapid Transit Subway Construction Company, \$21,400,000; Rapid Transit Subway Construction Company, \$9,600,000; Cost of leases: J. B. McDonald et al., \$2,500,000; A. Belmont & Company, \$1,500,000; total, \$35,000,000. Premium on capital stock, \$220,000, here included in Reserves, although carried in Surplus by the company since 1906.

Table 46. Assets and Liabilities of the Interborough Rapid Transit Company: (B) June 30, 1900-1916

Assets	1900	1910	1911	1912	1913	1914	1915	1916
Subway equipment — total	266,778,780 00	229,804,099 78	231,070,330 98	234,582,491 07	254,108,027 67	284,897,168 74	294,082,508 48	267,108,240 77
Buildings and machinery	10,904,831 14	11,874,742 53	12,139,145 10	12,325,415 04	12,337,388 06	12,328,200 04	12,181,518 13	12,247,432 55
Cars	6,613,302 70	10,915,807 07	15,738,409 06	14,254,147 46	14,349,875 37	14,343,200 18	14,402,836 72	16,323,186 17
Other equipment	5,943,538 40	6,262,341 83	6,891,726 47	7,092,677 61	7,107,813 28	7,114,631 86	7,129,106 07	7,231,168 66
Land for power lines	1,311,059 36	1,311,050 36	1,311,050 36	1,311,050 36	1,311,050 36	1,311,050 36	1,311,050 36	1,311,050 36
Other land used in operation	115,219 96	465,854 25	466,573 71	478,267 34	479,096 69	487,268 29	506,302 35	530,685 09
Total (Contracts Nos. 1 and 2)	296,587,946 86	330,305,817 03	334,350,904 70	335,457,868 41	366,586,174 26	395,454,881 03	394,501,910 68	357,032,531 66
Expenditures under new R. T. contracts						9,436,881 89	22,685,008 77	58,403,164 66
Brooklyn-Manh. R. T. R. R. (excess cost)						9,308,991 53	9,368,991 53	9,368,991 53
Steinway tunnel, excess cost						7,780,118 96	7,789,739 34	7,789,739 34
Cost of other leases	4,051,250 00	4,051,250 00	4,051,250 00	4,051,250 00	4,051,250 00	4,051,250 00	4,051,250 00	4,051,250 00
Contractor's expense	1,308,817 11	1,308,817 11	1,308,817 11	1,308,817 11	1,308,817 11	1,308,817 11	1,308,817 11	1,308,817 11
Total fixed capital	326,039,696 19	341,418,909 06	344,939,857 33	350,381,047 04	349,506,233 29	366,364,666 53	360,509,906 16	\$118,610,760 26
Other investments:								
Advances to associated companies	11,178,034 71	11,304,073 16	11,466,291 74	11,675,666 79	12,303,535 14	9,304,814 79	8,340,326 45	3,400,326 45
Securities	19,617,937 61	19,805,255 38	19,923,903 26	20,554,538 70	22,028,738 44	20,758,866 18	21,366,066 13	21,665,316 12
Non-operating real estate	874,540 74	750,000 31	673,359 69	1,002,966 26	1,062,690 26	2,105,108 77	2,305,510 73	2,305,645 81
Fluctuating capital:								
Materials and supplies	1,205,193 71	1,028,273 91	1,656,708 27	1,544,242 26	1,432,919 20	1,251,940 99	1,693,583 19	2,444,185 20
Cash	4,029,910 30	278,718 34	608,834 02	2,832,999 31	1,349,068 70	5,779,603 26	3,844,967 44	2,467,268 47
Special deposits	4,029,166 21	3,338,373 29	1,908,507 20	1,984,889 81	17,743,011 15	44,513,237 73	24,837,402 73	48,543,568 81
Accounts receivable	1,308,063 76	2,060,128 06	4,568,594 29	5,401,632 10	8,379,398 16	5,873,264 64	4,346,993 86	2,345,324 43
Deferred debts:								
Prepayments	25,529 64	157,683 16	176,000 94	1,463,190 90	981,991 70	904,829 79	1,000,711 73	1,677,644 12
Taxes paid under protest	484,728 82	726,065 32	668,299 01	1,435,743 09	535,743 09	525,743 08		
Unamortized debt discount	1,460,700 61	1,868,336 73	1,618,179 56	1,818,743 83	4,240,949 84	8,323,536 48	7,967,389 41	10,051,686 17
Other suspense	98,037 23	68,336 19	428,050 84	1,804,743 17	1,824,838 06	269,066 33	336,402 84	159,382 11
Total	\$79,600,186 03	\$83,816,030 20	\$89,847,534 16	\$90,310,223 61	\$123,564,856 75	\$180,114,774 35	\$186,509,106 68	\$215,076,068 07
Liabilities								
Accrued liabilities	\$5,947,532 97	\$3,801,968 26	\$4,860,872 16	\$4,681,876 87	\$4,006,046 26	\$5,206,796 18	\$5,026,353 83	\$6,742,328 90
Taxes in litigation	231,835 34	289,846 73	102,758 80	46,464 06	2,267 10	18,746 19	32,234 23	
Bills and accounts payable	1,966,060 68	2,012,328 56	19,018,053 47	16,653,699 79	1,664,813 49	3,687,443 26	2,644,868 96	2,604,968 66
Funded debt	36,014,000 00	35,025,000 00	30,587,000 00	33,959,899 09	68,886,176 00	98,658,000 00	108,658,000 00	148,658,000 00
Capital stock	36,000,000 00	35,000,000 00	36,000,000 00	35,800,000 00	35,000,000 00	35,000,000 00	35,000,000 00	35,000,000 00
Accrued amortization of capital		181,846 13	(¹)	883,671 83	1,561,663 19	1,812,041 85	2,292,637 17	2,592,669 44
Reserves	647,322 73	347,823 73	1,154,473 73	1,574,120 23	1,931,135 80	697,323 73	7,953,959 91	11,466,068 25
Corporate surplus	2,773,445 20	5,658,091 26	7,127,246 29	8,311,260 56	12,653,863 96	14,964,608 19	15,289,108 23	17,310,977 69

Brooklyn Rapid Transit Operating Statistics for Elevated and Subway Lines

The large general increase in the traffic of the elevated division of the B. R. T. system for 1916 has already been remarked. Table 41 shows substantially this traffic as it has developed month by month in comparison with the traffic for New York City as a whole. The New York Consolidated data are as yet not quite comprehensive for the elevated-division traffic of the B. R. T. system, though at present only the Culver line, among those with elevated-train operation not formerly treated as operated by the Brooklyn Union Elevated, remains to be incorporated, after re-construction, into the Dual System. Some of the growth of the New York Consolidated during the year may, indeed, be attributed to the annexation of the elevated service via the former West End line, though with a somewhat altered route, data for which were, prior to June 24, 1916, included as a part of the operating results of the Nassau Electric. The extent to which the traffic for the New York Consolidated fails to coincide with that for the rapid-transit division of the B. R. T. can be determined by comparison of text Table 41¹ (which was last year, as Table 45, extended much further back) with the rapid-transit-division figure of the Traffic Summary, page 58, or of Table IX, C, in Part II of this volume. In April, 1916, the difference between the two figures amounted to over a million passengers (327,152 for the Culver "elevated" line of the South Brooklyn and 727,096 for the West End "elevated" line of the Nassau Electric), while in October the difference was 370,458, due to the Culver line only.

The comparison of the growth of New York Consolidated traffic with that for the city as a whole during the fall of 1916 needs to take into consideration the influence of strikes on the surface lines of Manhattan and The Bronx, which were important enough seriously to affect the total results for the city. The figures for the New York Consolidated show no substantial

¹ The corresponding table in the 1915 Report, page 135, gives data as far back as the fiscal year 1912.

impairment of the rate of increase at any period of the calendar year 1916.

Table 41. Revenue passengers by months, for the New York Consolidated, and their ratio to the total for New York City, July, 1915, to December, 1916

YEAR AND MONTH	New York Consolidated	Per cent increase over corresponding period	Total for city	Per cent increase over corresponding period	Per cent N. Y. Consolidated of total for city	Points change in this distributive per cent as compared with next previous corresponding period
Fiscal year, 1915.....	167,400,066	D 9.03	1,807,632,726	D 0.48	9.26	—0.15
July, 1915.....	17,722,877	7.34	154,902,165	0.72	11.43	+0.70
August.....	16,765,397	3.81	150,225,732	D 0.92	11.16	+0.51
September.....	15,199,362	9.36	150,897,927	2.35	10.07	+0.64
October.....	14,900,766	9.36	161,572,850	3.31	9.22	+0.51
November.....	14,631,051	14.48	155,434,913	6.57	9.39	+0.65
December.....	15,304,614	16.58	160,736,143	5.16	9.52	+0.93
Calendar year, 1915.....	175,826,806	9.03	1,833,462,359	1.23	9.59	+0.13
January, 1916.....	15,291,950	18.56	157,776,687	6.68	9.69	+0.97
February.....	14,734,238	23.61	147,534,035	9.01	9.99	+1.18
March.....	16,779,354	23.65	162,938,898	6.37	10.30	+1.44
April.....	16,617,491	22.43	162,645,255	7.17	10.22	+1.28
May.....	18,079,864	25.35	170,839,377	8.33	10.58	+1.43
June.....	18,070,722	20.89	163,142,133	6.13	11.08	+1.36
Fiscal year, 1916.....	194,067,686	15.98	1,898,735,616	5.04	10.22	+0.96
July.....	20,422,073	15.23	160,173,039	3.34	12.75	+1.32
August.....	20,028,941	19.47	154,022,051	2.53	13.00	+1.84
September.....	17,730,226	16.65	138,370,963	D 8.30	12.81	+2.74
October.....	17,519,419	17.57	153,299,629	D 5.12	11.43	+2.21
November.....	17,113,708	17.21	155,304,447	D 0.08	11.02	+1.63
December.....	18,032,255	17.82	165,690,462	3.06	10.88	+1.36
Calendar year, 1916.....	210,420,241	19.67	1,891,726,696	3.18	11.12	+1.53

The cause of the large increase shown by the New York Consolidated is two-fold, enlarged facilities and the active general business situation. But a more analytical view of the matter is desirable. From this viewpoint, the development of the traffic across the East River is of particular interest. The best index of the importance of this element in the total is afforded by the data of fare collections at the Manhattan stations of the B. R. T. system. Data for all Manhattan stations of the system, including those of the Centre Street Loop, which are served by trains crossing the Williamsburg and Manhattan bridges, and for the Park Row station (Brooklyn bridge) separately are shown in Table 42.

Table 42. Passengers at Brooklyn Rapid Transit stations in Manhattan, by months, 1914-1916 together with per cent change as compared with corresponding month of previous year

(A) ALL STATIONS COMBINED (INCLUDING PARK ROW)

	1914		1915		1916	
	Number	Per cent increase	Number	Per cent increase	Number	Per cent increase
January.....	4,225,370	8.74	4,221,758	D 0.09	4,906,686	16.22
February.....	3,838,279	12.60	3,852,892	0.38	4,676,397	21.37
March.....	4,509,601	13.74	4,453,683	D 1.24	5,340,215	19.91
April.....	4,512,913	15.45	4,424,977	D 1.95	5,226,588	18.12
May.....	4,761,953	14.55	4,583,798	D 3.74	5,562,115	21.34
June.....	4,684,899	8.09	4,696,341	0.24	5,471,790	16.51
Fiscal year.....	52,695,283	9.01	53,163,344	0.89	60,876,778	14.51
July.....	4,943,103	7.88	5,267,745	6.57	5,871,696	11.47
August.....	4,864,246	5.16	5,106,248	4.98	5,947,488	16.47
September.....	4,368,519	3.36	4,728,743	8.25	5,546,025	17.28
October.....	4,459,185	4.81	4,932,284	10.61	5,609,962	15.56
November.....	4,095,299	D 0.68	4,745,815	15.88	5,529,510	16.51
December.....	4,199,543	D 3.47	4,911,152	16.94	5,709,010	16.25
Calendar year....	53,462,910	7.31	55,925,436	4.61	65,487,482	17.10

(B) PARK ROW (I. E., BROOKLYN BRIDGE TERMINAL)

	1914		1915		1916	
	Passengers	Per cent decrease	Passengers	Per cent decrease	Passengers	Per cent decrease
January.....	2,428,779	D 12.34	2,319,041	D 4.52	1,863,766	D 19.63
February.....	2,161,969	D 10.48	2,070,018	D 4.25	1,634,993	D 21.02
March.....	2,523,131	D 9.22	2,362,013	D 6.39	1,837,049	D 22.23
April.....	2,556,689	D 7.25	2,365,372	D 7.48	1,778,553	D 24.81
May.....	2,786,061	D 6.09	2,532,571	D 9.10	1,920,473	D 24.17
June.....	2,711,371	D 12.28	2,472,086	D 8.83	1,815,607	D 26.56
Fiscal year.....	31,435,661	D 8.85	29,205,995	D 7.18	23,670,918	D 18.65
July.....	2,899,000	D 10.41	2,432,171	D 16.10	1,748,238	D 28.12
August.....	2,815,580	D 6.03	2,259,816	D 19.74	1,714,348	D 24.14
September.....	2,479,887	D 4.53	2,142,232	D 13.62	1,606,521	D 25.01
October.....	2,376,566	D 6.46	2,092,213	D 11.96	1,631,404	D 22.02
November.....	2,216,325	D 7.55	1,930,460	D 12.90	1,542,447	D 20.10
December.....	2,297,536	D 9.18	1,963,535	D 14.54	1,598,385	D 18.60
Calendar year....	30,252,894	D 8.54	26,941,578	D 10.95	20,691,784	D 23.20

The transference of traffic from the oldest to one of the newer East River bridges is much in evidence and the change has been gaining rather than losing momentum in the most recent months covered by the table. The gain in the total is almost as marked, relatively, as the loss in the case of the Brooklyn bridge. This means, statistically, that the transference of traffic is not the whole story. For an indication of the extent to which the total change is growth and not mere transference, one should look to the absolute numbers. For the calendar year 1916 the increase in the total Manhattan ticket sales of the B. R. T. companies was 9,562,000, and the decrease for the Brooklyn bridge, 6,250,000. For stations served by the other two bridges there was an increase of 15,812,000, divided about equally between the Williamsburg bridge and the Fourth Avenue-Manhattan-bridge lines, according to the arbitrary assumption made in the distribution of the ticket sales at Chambers street between the two classes of service.

With reference to testing the correctness of this distribution, as well as to showing the development of car service via the Fourth Avenue subway, the following data of car trips pertaining to the Fourth Avenue line and branches have been compiled from the monthly reports of the companies.

Table 43. Single car trips of Fourth Avenue subway trains, by months, June, 1915-December, 1916

PERIOD	Fourth Ave.— Sea Beach	Fourth Ave.— 86th St.	West End (New Utrecht Ave.)	Total
1915				
June.....	10,836	.....	.....	10,836
July.....	36,372	.....	.....	36,372
August.....	34,708	.....	.....	34,708
September.....	31,454	.....	.....	31,454
October.....	31,465	.....	.....	31,465
November.....	34,465	.....	.....	34,465
December.....	44,768	.....	.....	44,768
1916				
January.....	42,026	11,924	.....	53,950
February.....	35,344	19,908	.....	55,252
March.....	44,055	22,720	.....	66,805
April.....	41,859	21,601	.....	63,460
May.....	43,228	21,018	.....	64,246
June.....	40,609	19,948	7,707	68,264
Fiscal year, 1916.....	460,383	117,119	7,707	585,209
July.....	44,434	19,806	28,761	92,991
August.....	43,598	19,609	24,386	87,593
September.....	31,635	17,766	22,622	72,023
October.....	29,097	18,390	24,686	72,173
November.....	26,715	17,688	24,052	68,455
December.....	27,925	18,812	26,192	72,929

¹ Operation commenced June 22, 1915.

² Operation commenced Jan. 15, 1916.

³ Operation over Manhattan bridge commenced June 24, 1916.

Car trips of elevated lines over the Williamsburg bridge are elsewhere shown (in Table 20 above) but only for selected months. For the last six months of the calendar year, the number of single trips by months, according to the data of the Department of Plant and Structures, was: July, 109,310; August, 109,468; September, 92,678; October, 95,956; November, 93,712; December, 98,478. The total for the six months was 599,602, as compared with 465,674 for the Fourth Avenue lines. The latter is only 78 per cent of the former figure. But the Fourth Avenue subway cars are of much greater individual capacity, enough greater, in fact,¹ to balance fully the difference in the number of car trips, so that the quantity of rapid-transit service over the two bridges appears to be approximately the same. This is not disproportionate to the comparative volume of traffic indicated for the two.

Table 44 continues data hitherto similarly shown in this connection for the Centre Street Loop. This is the great delivery district in Manhattan for the B. R. T. rapid-transit roads, though the Brooklyn bridge terminal, which is as yet without operating connection with the Loop, remains by no means unimportant. In fact, for the fiscal year 1915, Park Row collections were still in excess of those for all stations combined on the Loop, but the latter total is the greater both for the fiscal year and the calendar year 1916.

The increase in B. R. T. rapid-transit traffic to and from Manhattan appears to have gone for the most part to Fourth Avenue lines — as might be expected in view of the great extension of facilities occurring here. But the interest in the distribution of the gain from the operation of Dual System facilities between the extensions of the B. R. T. rapid-transit system is less than in the question as to the magnitude of the gain to the system as a whole resulting from such projects. This phase of the development of the B. R. T. end of the Dual System has been the subject of discussion in previous issues of Annual Reports of this Commission.

¹ Cf. data on page 114 of Vol. II of this Commission's Annual Report for 1915.

Table 44. Fares collected at Centre Street Loop stations, by months, 1916.

MONTH	Chambers street	Canal street	Bowery	Total, new stations	Essex street	Total
January.....	1,394,632	399,219	703,432	2,497,283	545,637	3,042,920
February.....	1,469,933	403,418	669,288	2,542,639	498,765	3,041,404
March.....	1,715,753	467,587	761,378	2,944,718	558,448	3,503,166
April.....	1,712,271	409,372	730,716	2,852,359	595,676	3,448,035
May.....	1,838,203	404,647	758,238	3,001,088	640,554	3,641,642
June.....	1,896,114	388,355	746,052	3,030,521	625,662	3,656,183
Total, fiscal year	17,071,573	4,707,889	8,532,592	30,312,054	6,892,806	37,204,860
Less estimated portion of Loop fares pertaining to Fourth Avenue line. ¹	8,535,787	.....	.....	8,535,787	.....	8,535,787
Total, excl. Fourth Avenue fares...	8,535,786	4,707,889	8,532,592	21,776,267	6,892,806	28,669,073
July.....	2,175,783	363,343	792,893	3,332,019	791,439	4,123,458
August.....	2,238,149	408,467	850,638	3,497,254	735,886	4,233,140
September.....	2,118,383	407,322	791,090	3,316,795	622,709	3,939,504
October.....	2,205,482	442,213	816,710	3,464,405	604,153	4,068,558
November.....	2,190,033	427,596	783,562	3,401,191	585,872	3,987,063
December.....	2,276,868	430,266	788,796	3,495,930	614,695	4,110,625
Total, calendar year.....	23,231,604	4,951,805	9,192,793	37,376,202	7,419,496	44,795,698
Less estimated portion of Loop fares pertaining to Fourth Avenue line. ¹	11,615,802	.....	.....	11,615,802	.....	11,615,802
Total, excl. Fourth Avenue fares.....	11,615,802	4,951,805	9,192,793	25,760,400	7,419,496	33,179,896

Traffic for the Fourth Avenue subway by stations and by months is shown in Table 45. The newness of this facility explains the rapidity of traffic growth.

¹ Estimated as 50 per cent of total fares collected at Chambers street.

Table 45. Ticket sales, Fourth Avenue Subway, 1916

STATIONS	January	February	March	April	May	June	Total, fiscal year
Gold street.....	55,809	60,637	68,521	89,546	74,167	71,666	629,509
De Kalb avenue.....	93,340	103,209	118,375	124,889	116,631	111,179	1,008,363
Pacific street.....	123,301	215,332	254,087	257,010	274,774	287,047	2,201,478
Union street.....	57,879	58,806	69,325	86,971	68,670	64,000	625,646
9th street.....	107,989	112,528	129,053	124,507	124,939	113,370	1,111,529
Prospect avenue.....	79,898	81,502	91,148	99,008	98,602	85,054	816,196
25th street.....	40,772	41,651	48,044	50,850	51,192	42,604	450,269
36th street.....	121,464	140,251	167,284	163,921	172,312	162,201	1,400,293
45th street.....	135,695	134,554	154,769	142,377	142,089	132,420	1,193,147
53d street.....	164,213	159,173	180,095	177,533	175,358	161,761	1,456,381
59th street.....	148,867	150,882	176,019	174,409	178,853	165,393	1,675,838
Bay Ridge avenue.....	148,541	102,431	120,613	115,526	129,449	112,325	619,926
77th street.....	139,216	76,112	87,574	85,959	85,408	81,224	455,493
86th street.....	123,048	41,147	44,187	48,387	52,867	50,340	259,985
Total.....	1,310,103	1,478,375	1,799,644	1,699,893	1,731,302	1,620,667	13,904,059
One-half of Chambers st. ¹	697,316	734,906	857,876	856,136	919,102	948,057	8,535,787
Total, Fourth Avenue line.....	2,007,419	2,213,341	2,557,520	2,546,529	2,650,404	2,568,724	22,439,846
Sea Beach line stations...	361,901	354,822	406,440	426,030	461,858	456,805	4,212,878

STATIONS	July	August	September	October	November	December	Total, calendar year
Gold street.....	74,087	74,146	69,842	75,485	77,282	80,145	851,893
De Kalb avenue.....	100,787	93,396	116,100	147,602	157,220	198,991	1,478,783
Pacific street.....	278,214	274,641	297,220	331,150	343,706	379,512	3,370,404
Union street.....	61,264	59,399	60,339	67,128	68,142	76,020	778,042
9th street.....	98,154	95,395	107,643	131,805	138,952	153,089	1,438,015
Prospect avenue.....	78,967	76,244	81,385	94,978	98,898	108,688	1,058,672
25th street.....	39,486	38,796	42,199	59,435	59,767	54,674	550,912
36th street.....	137,131	141,349	145,896	165,380	169,067	184,372	1,870,648
45th street.....	117,770	115,711	125,775	147,721	152,769	166,095	1,667,745
53d street.....	132,557	127,754	134,491	158,800	168,861	189,958	1,930,554
59th street.....	146,403	143,440	155,642	179,595	182,679	192,226	1,998,904
Bay Ridge avenue.....	92,669	90,085	102,878	128,082	129,312	137,564	1,300,516
77th street.....	69,327	68,081	74,890	91,587	97,055	105,812	961,743
86th street.....	44,196	38,825	39,189	47,851	55,990	59,780	545,237
Total.....	1,470,992	1,436,664	1,553,470	1,817,099	1,895,051	2,080,836	19,794,596
One-half of Chambers st. ²	1,087,892	1,119,075	1,059,191	1,102,741	1,095,016	1,138,434	11,615,802
Total, Fourth Avenue line.....	2,558,884	2,555,739	2,612,661	2,919,840	2,990,067	3,219,270	31,410,398
Sea Beach line stations...	417,322	382,988	382,875	396,051	388,391	401,103	4,835,586

¹ These stations were opened on January 15, 1916.² The tickets sold at Chambers street are divided evenly between the Fourth Avenue Subway and the Centre Street Loop, in order to give thus by estimation complete figures for each of the groups of lines served by it.

Results of Operation for the Brooklyn Rapid Transit Share of the Dual System

A condensed income statement for the results of operation of the B. R. T. end of the Dual System by the New York Consolidated is presented in Table 46, which contains not only comparative data for 1915 and 1916, but also for the entire period of Dual System operation. It should be noted that these figures have not been finally accepted by the city as the basis of the return upon its investment under Contract No. 4. The results shown are of course for initial operation. Even from that viewpoint they are not particularly encouraging. But the favorable effect of traffic growth is beginning to be felt. The results for 1916 would have been highly favorable, comparatively, but for a heavy increase of fixed charges due to additional property put into operation. While operating expenses increased greatly, revenues increased much more. Taking the period as a whole, the road has very nearly, on the showing of the table, but as yet not quite, earned the company's first preferential of \$3,500,000 per annum.

Table 46. Financial results of operation as reported by the New York Consolidated (lessee under Contract No. 4)

ITEM	Total, Aug. 4, 1913-June 30, 1916	Year ended June 30, 1915	Year ended June 30, 1916	Increase, 1916 over 1915
Revenues.....	\$36,295,057 27	\$8,560,556 60	\$9,908,520 16	\$1,347,963 56
Contract deductions:				
Rentals.....	239,346 66	1 96,550 78	64,867 33	D 31,683 45
Taxes.....	1,492,764 53	525,189 87	432,521 25	D 92,668 62
Operating expenses excl. of maintenance.....	10,455,086 09	3,396,054 00	3,998,089 07	602,035 07
Maintenance fund.....	3,153,894 35	1,026,389 42	1,186,859 92	160,470 50
Depreciation fund.....	788,473 54	256,597 32	296,714 98	40,117 66
Total.....	\$16,129,565 17	\$5,300,781 39	\$5,979,052 55	\$678,271 16
Balance.....	\$10,165,502 10	\$3,259,775 21	\$3,924,467 61	\$664,692 40
Preferential of \$3,500,000 per annum on company's old investment.....	10,180,107 51	3,500,000 00	3,500,000 00	.....
Surplus or (D) deficit on company's preferential....	D 14,605 41	D 240,224 79	424,467 61	664,692 40
Return and sinking fund on new investment.....	1 772,299 60	91,000 92	1 665,959 45	574,958 53
Return and sinking fund on city's investment.....	1,318,728 11	404,661 45	604,006 18	199,344 73
Total deficit.....	\$2,105,633 12	\$735,887 16	\$845,498 02	\$109,610 86

¹ In Feb., 1915 adjustments were made for past accrued rent charges for cars used for temporary operation on the Sea Beach line. The amount involved was approximately \$13,000 and should properly be adjusted over the period of operation. The rent charges are consequently somewhat overstated for 1915 and understated for the earlier periods.

² Includes \$480,000 for return and sinking fund on estimated additional cost of property placed in operation during 1916, which is not yet determined by the Chief Engineer of the Public Service Commission.

The fact that revenues and expenses are still not finally determined and are subject to dispute makes a detailed consideration of net results comparatively unprofitable. It is claimed on behalf of the city that the rentals for certain leased cars should be included in revenues under the broad statement of the contract, which defines revenue as "the gross receipts from whatever source derived directly or indirectly by the lessee or on its behalf in any manner from, out of or in connection with, the operation of the railroad and the existing railroads." Interest on bank balances should also be included in revenue, and there are some other items in dispute that affect revenues and operating expenses.

How far the situation as regards the financial profitableness of B. R. T. Dual System operation is due to the new rapid-transit enterprises and how far it is due to other conditions are the chief questions discussed in this connection in previous annual reports of this Commission. It was shown that the failure of the B. R. T. elevated and subway traffic to increase at an accelerated rate, or even to increase at all, after the opening of some of the new lines was due to bad general business conditions, which in some cases entirely canceled the necessarily beneficial effect of the opening of the new facilities. Hence the estimated separation of the traffic due to the Centre Street Loop from that attributable to the lines existing prior to Contract No. 4's going into effect on August 4, 1913, and the computation of the corresponding financial effect upon the earnings of the New York Consolidated undertaken in the 1914 and 1915 Annual Reports. But such a separation is less certain in proportion as the new facilities become more extensive and more general in character. The opening of the Fourth Avenue line and branches, therefore, greatly impairs the value of the procedure hitherto adopted. Not only is some degree of localization of the effect to be segregated important, but also removal in time from the opening of the new facility involves a progressive merging of the effect under consideration in effects of the general growth-impetus and other conditions.

Effects of new terminal facilities for Brooklyn.—The B. R. T. system began to feel the beneficial effect of Dual System facili-

ties in the fiscal year 1914. The results for the fiscal years 1908 and 1909 were subject to special influences owing to initial elevated operation over the Williamsburg bridge in the fall of 1908 and the entrance of the Interborough subway into Brooklyn territory in the winter and spring of that year. Hence conditions before the opening of Dual System extensions are fairly well represented by the four years 1910–1913, and since by the years 1914–1916.

In the matter of growth in population and of resultant traffic, Brooklyn has, from time to time, been in danger of being relatively “bottled up.” Ferries having proved inadequate, bridges were provided at great expense. The latest of these has been made broadly available only in connection with Dual System rapid-transit operation, namely, that of the Fourth Avenue subway, the surface lines that used the bridge previously having given rather limited service. The terminal in Manhattan, furthermore, is not so located as to make it important as a point of delivery of passengers from Brooklyn. The Centre Street Loop and other elements of a system for distributing Brooklyn passengers on the Manhattan side of the river are essential to the relief that that borough should obtain in the matter of enabling such of its working population as needs to get to downtown Manhattan for business to do so as directly and expeditiously as possible. The four years from 1909 to 1913, though not absolutely barren of developments tending to open up Manhattan terminal facilities for Brooklyn, were backward in this respect, while the three years since have been unusually favorable. Hence, first, comparatively bottled-up and, secondly, opened-up conditions as regards Brooklyn-Manhattan traffic may be taken to be represented, respectively, by these two periods.

Table 47 shows in the form of per cent indices on a 1916 base the relative amounts of traffic for various elements of the B. R. T. elevated division as compared with its surface division and with all New York City street railways combined. The Brooklyn bridge elevated lines (Park Row fares) are now used by only two-thirds as many passengers as before Dual System operation began

with the opening of the Centre Street Loop. The decline at Essex street does not reflect lessened use of the Williamsburg bridge but only the boarding of cars at stations farther west on the Centre Street Loop. The stimulus experienced by B. R. T. elevated-division traffic, due to the new facilities, is evident on comparison with the more inclusive figures for that system and the city as wholes.

Table 47. Brooklyn Rapid Transit traffic: Per cent indices (1916 base) showing comparative growth of rapid-transit traffic (station ticket sales) and other traffic, 1908-1916

FISCAL YEAR	Essex street	Chambers street	Other Centre St. Loop stations	Park Row (Brooklyn bridge)	B. R. T. elevated div.	B. R. T. surface div. ⁴	Total B. R. T. ⁴	All N. Y. City street railways
1908.....	.....	.....	.....	.....	71.12	78.22	75.51	71.02
1909.....	.....	.....	.....	.....	71.54	77.04	74.95	73.41
1910.....	166.88	.....	.....	139.08	78.46	81.05	80.06	80.29
1911.....	180.80	.....	.....	143.11	80.82	85.92	83.97	84.06
1912.....	191.91	.....	.....	147.04	83.15	90.81	87.89	88.10
1913.....	200.49	.....	.....	145.84	84.62	96.69	92.09	92.87
1914.....	114.40	26.73	65.32	132.93	89.36	97.29	94.27	95.26
1915.....	92.51	38.95	82.56	123.38	88.14	97.68	94.94	95.12
1916.....	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Table 48. Per cent indices (1916 base) showing increases in car trips over the East River bridges 1908-1916

FISCAL YEAR	BROOKLYN			WILLIAMSBURG				MANHATTAN		
	Elevated	Surface	Bridge local	B. R. T. elevated	B. R. T. surface	Manhattan surface	Bridge locals	Bn. & N. River (surface)	M. Bridge 3-cent (surface) ²	Fourth Avenue subway
1908.....	142.68	111.89	137.63	12.42	85.76	129.20	57.35	.....	.....	.....
1909.....	149.30	109.76	145.14	55.54	91.44	136.06	77.28	.....	.....	.....
1910.....	148.60	105.58	147.21	59.52	98.22	130.97	80.48	.....	.....	.....
1911.....	149.72	107.72	149.90	59.36	103.17	123.43	79.65	.....	.....	.....
1912.....	149.20	108.85	141.74	59.64	102.27	125.53	79.86	28.71	13.73	.....
1913.....	146.92	104.99	114.01	68.36	101.63	118.52	86.44	114.93	109.84	.....
1914.....	142.82	97.72	103.27	88.70	97.12	115.70	86.52	115.82	83.81	.....
1915.....	136.21	100.71	99.53	94.70	99.36	117.03	95.33	108.58	108.73	(¹)
1916.....	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	(²)

The relief afforded to the older lines of travel across the East River bridges and especially the Brooklyn bridge, by the new rapid-transit facilities, is indicated by the per cent indices of Table 48, which show relative figures for car movement data by

¹ For Fourth Avenue subway trips, see Table 43, page 134.
² Practically bridge-local.
⁴ Includes the Coney Island & Brooklyn in all cases.

the same method as that used in the preceding table for passengers. They are of course indirect in character as based upon provision for traffic instead of upon traffic itself. They relate to surface as well as to elevated lines. The Interborough subway and the ferries are the only other means available for ordinary passenger transportation between Manhattan and Brooklyn. The effect of the opening of the Centre Street Loop is clearly marked.

Table 49 offers the means of examining the distribution of traffic crossing the East River bridges as between the various elements shown in Table 47. The unity term of the ratios is the B. R. T. elevated-division figure, both in relation to included and other data. It should be noted that the Manhattan figure should be multiplied by 2 in order to separate the traffic between Manhattan and Brooklyn from that local to Brooklyn, since the ticket sales represent one-way traffic only. This involves the assumption that traffic local to Manhattan (on the Centre Street Loop) is of negligible importance. Ticket sales by stations for the B. R. T. system are available only since 1909.

Table 49. Per cent distribution of B. R. T. elevated-division traffic by locality of origin (as indicated by fares collected at stations), 1908-1916

Fares Year	East street	Cham- bers street	Other Centre Street Loop sta- tions	Park row	All Man- hattan sta- tions	Brook- lyn sta- tions	Total B. R. T. elevated (100 per cent)	Ratio (per cent) Inter- borough's Brooklyn stations to B. R. T. elevated	Ratio (per cent) B. R. T. surface to elevated division
1908.....	—	—	—	—	—	—	147,290,017	6.41	178.56
1909.....	—	—	—	—	—	—	148,161,045	18.28	174.84
1910.....	7.08	.....	.....	20.26	27.34	72.66	162,493,801	19.99	167.71
1911.....	7.45	.....	.....	20.24	27.69	72.31	167,371,328	20.70	172.60
1912.....	7.68	.....	.....	20.21	27.89	72.11	172,195,229	22.56	177.32
1913.....	7.89	.....	.....	19.70	27.59	72.41	175,246,512	24.35 Max.	185.51 Max.
1914.....	4.26	2.47	4.74	17.00	28.47	71.53	185,060,735	23.74	176.76
1915.....	3.49	3.64	5.99	16.00	29.12	70.88	182,535,897	24.27	179.93
1916.....	3.33	8.24	6.39	11.43	29.39	70.61	207,098,269	21.57	162.35

Similar per cent-distribution figures for car trips over the East River bridges are shown in Table 50. The first division is comprehensive for all lines, including those of Manhattan companies and the bridge-local services, while the unity term for the second division includes only lines operating or transferring to the outlying parts of Brooklyn. Per cent indices for the totals, with

1916 as base, are added in order to show the growth of car movement alongside of the changes in its composition.

Table 50. Per cent distribution of car trips over East River bridges, 1908-1916
(A) ALL LINES

FISCAL YEAR	BROOKLYN			WILLIAMSBURG				MANHATTAN			TOTAL	
	Elevated	Surface	Bridge local	Elevated (B.R.T.)	Surface (B.R.T.)	Manhattan cos.	Bridge locals	Brooklyn & North River (surface)	Manhattan Bridge 3-cent (surface) ¹	Fourth Avenue subway	Absolute number (100 per cent)	Per cent of 1916
1908	30.63	30.84	3.41	1.70	16.45	13.67	3.30	.....	.....	.....	4,399,503	86.85
1909	29.23	27.60	3.28	6.92	15.82	13.13	4.02	.....	.....	.....	4,823,237	95.21
1910	29.04	26.50	3.32	7.40	16.95	12.61	4.18	.....	.....	.....	4,832,984	95.40
1911	29.00	26.80	3.35	7.31	17.65	11.79	4.10	.....	.....	.....	4,875,523	96.24
1912	28.60	26.80	3.14	7.27	17.32	11.86	4.07	0.57	0.37	.....	4,926,110	97.24
1913	27.36	25.11	2.45	8.10	16.75	10.88	4.28	2.23	2.84	.....	5,071,051	100.10
1914	27.15	23.85	2.26	10.72	16.31	10.84	4.37	2.29	2.21	.....	4,969,032	98.09
1915	24.93	23.67	2.10	11.03	16.07	10.56	4.64	2.07	2.76	2.17	5,159,352	101.85
1916	18.64	23.94	2.15	11.86	16.47	9.19	4.95	1.94	2.59	8.27	5,065,871	100.00

(B) EXCLUDING BRIDGE LOCALS

FISCAL YEAR	BROOKLYN		WILLIAMSBURG		MANHATTAN		TOTAL	
	Elevated	Surface	Elevated (B. R. T.)	Surface (B. R. T.)	Brooklyn & North River (surface)	Fourth Avenue subway	Absolute number (100 per cent)	Per cent of 1916
1908.....	38.47	38.74	2.13	20.66	.....	.....	3,503,001	85.24
1909.....	36.74	34.60	8.60	19.88	.....	.....	3,837,840	93.39
1910.....	36.35	33.17	9.26	21.22	.....	.....	3,860,969	93.95
1911.....	35.91	33.18	9.05	21.86	.....	.....	3,937,762	96.82
1912.....	35.50	33.26	9.03	21.50	0.71	.....	3,968,949	96.58
1913.....	34.39	31.57	10.18	21.06	2.80	.....	4,034,300	98.17
1914.....	33.80	29.70	13.35	20.30	2.85	.....	3,991,039	97.12
1915.....	31.19	29.61	13.79	20.10	2.59	2.72	4,124,494	100.37
1916.....	22.98	29.52	14.62	20.30	2.39	10.19	4,109,486	100.00

¹ Practically bridge-local.

VII. ACCIDENTS AND CLAIMS (STREET RAILWAYS)

The general tables devoted to accident statistics in the present report are two in number, as compared with only one in previous years. But Table X contains merely what was formerly the first division of Table XI. The present content of the latter table is also in other respects slightly condensed.

Number and Increase of Casualties

Despite an appreciable increase both in revenue car mileage and in the number of passengers for the year ending June 30, 1916, the accident returns show an absolute as well as relative decrease in fatalities and other serious accidents. The gradual though varying decline in the accident rate noted since 1908 is thus continued and even accentuated. Total fatalities in 1916 numbered 189, or less than one-half the 1908 figure notwithstanding an increase of approximately 40 per cent in the number of passengers. The increase in car mileage during the period was about 23 per cent. During this time there has also doubtless been an increase in average congestion and difficulty of operation, due to growth both of population and of high-speed vehicular traffic. Serious injuries other than fatalities similarly show a decrease of 37 per cent from the figures for 1910.

Table 51. Fatalities and cases of serious injury compared with operating data, 1907-1916¹

YEAR	Persons killed	Skull fractured or limbs amputated or broken	Other serious injuries	Revenue car miles	Revenue passengers
1907.....	333	—	—	250,666,535	1,308,943,315
1908.....	388	—	—	270,988,592	1,351,033,067
1909.....	262	—	—	268,851,700	1,394,679,178
1910.....	232	468	1,321	282,237,790	1,521,520,966
1911.....	231	428	1,494	298,659,134	1,593,949,015
1912.....	215	377	1,342	313,347,352	1,671,310,974
1913.....	218	363	1,650	315,984,046	1,760,665,389
1914.....	217	409	1,697	317,900,011	1,803,619,063
1915.....	206	380	1,446	324,232,418	1,797,892,728
1916.....	189	366	939	333,515,400	1,889,312,350

¹ This table includes as far as possible only casualties occurring within the New York City limits. The figures for car miles and passengers, however, include the total figures for the several roads which run outside the city limits, since separate figures for strictly city traffic are not available. This procedure makes no appreciable difference for the ratios per passenger as practically 100 per cent of the total passengers make at least part of their journey within the city limits. The ratios per car mile are rendered very slightly below the true figures. The Westchester Electric, only a small portion of whose track lies within the city limits, is excluded from the table for the reason that it has not always reported separately accidents occurring within and outside the city.

Table 51. Fatalities and cases of serious injury compared with operating data, 1907-1916 ¹ —
Concluded

YEAR	NUMBER KILLED PER MILLION —		NUMBER OF CASES OF FRACTURED SKULL OR AMPUTATED OR BROKEN LIMBS PER MILLION —		NUMBER OF CASES OF OTHER SERIOUS INJURY PER MILLION —	
	Car miles	Passengers	Car miles	Passengers	Car miles	Passengers
1907.....	1.328	0.254	—	—	—	—
1908.....	1.432	0.287	—	—	—	—
1909.....	0.975	0.188	—	—	—	—
1910.....	0.822	0.152	1.656	0.308	4.690	0.808
1911.....	0.770	0.144	1.433	0.269	5.002	0.937
1912.....	0.686	0.129	1.303	0.226	4.283	0.803
1913.....	0.690	0.124	1.149	0.206	5.222	0.937
1914.....	0.683	0.120	1.287	0.227	5.338	0.941
1915.....	0.635	0.115	1.172	0.211	4.460	0.804
1916.....	0.564	0.100	1.027	0.194	2.815	0.497

In Table 52, the fatalities reported are given for each year, 1910 to 1916, by groups of roads, and, further, according as the persons killed were passengers, employees or others. The number of employees killed has changed least during the period, the average being 45 per year. The number of passengers killed, 1910-1916, averaged 59 per year, but for 1916, the number was only 50, or 17 per cent less than in 1910, and less than in any intervening year. The number of persons killed, other than passengers and employees, averaged 112 per year, the 88 fatalities reported in 1916 being a decrease of 26 per cent from the figure for 1910.

Table 52. Persons killed distinguished as passengers, employees and others, 1910-1916
PASSENGERS

GROUPS OF ROADS	1910	1911	1912	1913	1914	1915	1916
Rapid-transit.....	38	36	45	51	38	37	33
Hudson & Manhattan ¹	3	.....	.....	.....	.....	.....	.....
Interborough Rapid Transit.....	24	25	37	29	30	36	28
Brooklyn Rapid Transit elevated division ²	11	11	8	2	8	1	5
Surface.....	28	27	20	27	29	20	17
Manhattan — N. Y. Rys. and other roads outside Third Ave. system ³ ..	9	4	6	11	9	3	6
Manhattan — Third Ave. system ⁴... ..	.....	3	3	3	2	1	.....
Bronx — Third Ave. system.....	2	2	2	2	.....	2	1
Brooklyn Rapid Transit surface division ²	11	18	8	9	11	14	9
Other surface.....	.....	.....	1	2	.....	.....	1
Total ⁵	60	63	65	58	60	57	50

For footnotes, see page 146.

Table 5a. Persons killed distinguished as passengers, employees and others, 1910-1916 —
Concluded

Groups of Roads	EMPLOYEES						
	1910	1911	1912	1913	1914	1915	1916
Rapid-transit.....	88	85	84	82	84	86	85
Hudson & Manhattan ¹	3	1	.....	.....	.....	1	1
Interborough Rapid Transit.....	27	17	22	15	17	29	24
Brooklyn Rapid Transit elevated division ²	8	7	2	7	7	6	10
Surface.....	15	20	12	23	14	11	16
Manhattan — N. Y. Rys. and other roads outside Third Ave. system ³ ..	6	9	4	8	2	8	3
Manhattan — Third Ave. system ⁴ ...	2	2	1	.....	2	1	2
Bronx — Third Ave. system.....	.....	1	1	2	1	2	2
Brooklyn Rapid Transit surface division ²	6	8	6	11	9	4	6
Other surface.....	1	.....	.....	2	.....	1	3
Total ⁵	53	45	36	45	38	47	51

Groups of Roads	OTHERS						
	1910	1911	1912	1913	1914	1915	1916
Rapid-transit.....	9	8	5	3	17	15	14
Hudson & Manhattan ¹.....	.....	.....	.....	.....	.....	.....	.....
Interborough Rapid Transit.....	.....	.....	.....	.....	1	1	1
Brooklyn Rapid Transit elevated division ²	9	2	5	3	16	14	13
Surface.....	110	121	110	114	108	87	74
Manhattan — N. Y. Rys. and other roads outside Third Ave. system ³ ..	46	40	54	48	35	28	24
Manhattan — Third Ave. system ⁴ ...	13	23	11	14	14	19	21
Bronx — Third Ave. system.....	6	9	15	10	10	7	8
Brooklyn Rapid Transit surface division ²	40	39	25	33	38	26	18
Other surface.....	5	10	5	9	5	7	3
Total ⁵	119	123	115	117	119	102	88

Groups of Roads	TOTAL						
	1910	1911	1912	1913	1914	1915	1916
Rapid-transit.....	85	63	74	56	79	88	89
Hudson & Manhattan ¹	6	1	.....	.....	.....	1	1
Interborough Rapid Transit.....	51	42	59	44	48	66	53
Brooklyn Rapid Transit elevated division ²	28	20	15	12	51	21	28
Surface.....	147	168	149	164	158	118	107
Manhattan — N. Y. Rys. and other roads outside Third Ave. system ³ ..	61	53	64	67	46	34	23
Manhattan — Third Ave. system ⁴ ...	15	23	15	17	16	21	23
Bronx — Third Ave. system.....	8	12	15	14	11	11	11
Brooklyn Rapid Transit surface division ²	57	65	39	53	58	44	33
Other surface.....	6	10	6	12	5	8	7
Total ⁵	232	281	216	220	217	206	189

For footnotes, see next page.

It will be noted that, for 1916, the ratios of rapid-transit and surface-car passengers killed, respectively, to the total number of passengers killed are practically the same as the ratios of the fatalities among employees of these two groups to all fatalities among employees. Approximately two-thirds of all fatal accidents to passengers and employees are ascribable to the rapid-transit lines. Of fatalities to others than passengers and employees, 16 per cent occurred on the rapid-transit lines, and 84 per cent on surface lines. The fact that the rapid-transit lines operate almost entirely on a roadway made for their exclusive use obviates the risk of running down or of otherwise injuring the general public.

In Table 52 cases of suicide are included with those of fatalities of passengers, thus materially increasing the number of fatalities ascribable to rapid-transit operation. The number of such for the Interborough Rapid Transit alone was reported as 10, or 36 per cent of all this company's fatalities.

While the consideration of accidents with reference to the degree of resulting personal injuries is important, it is pertinent also to consider the aggregate of all accidents, however heterogeneous they may be as regards causes and severity. The seriousness of a particular accident is, indeed, to an incalculable degree, a fortuitous matter. It depends not merely on the character of the accident itself, but also on the individual affected. Many persons may be injured in varying ways and degrees in a single accident or in a number of accidents of the same kind. Considered from this standpoint, even such classifications as are sometimes made upon the basis of the proximate causes of the accidents are only of qualified value. Such categories as "boarding"

¹ For this road only fatalities occurring in New York City are given. The total fatalities are as follows: 1910, 10; 1911, 3; 1912, 4; 1913, 4; 1914, 2; 1915, 3; 1916, 3.

² The rapid-transit division here includes the N. Y. Consolidated (or predecessors) and South Brooklyn. The fatalities of the Transit Development which constitutes the power-producing and maintenance-of-way division of the B. R. T. system, are divided between rapid transit and surface divisions as follows: 1910 and 1914, rapid-transit 1, surface 3; 1911 and 1916, rapid-transit 2, surface 3; 1912, surface 1; 1913, rapid-transit 2, surface, 2; 1915, rapid-transit 1, surface 2. The rapid-transit division, as usually constituted, reports about one-third of the car miles run and revenue passengers carried, and the surface division, two-thirds. The Coney Island & Brooklyn is included with the surface division throughout the table.

³ Of the fatalities among passengers entered on this line, all but 2 (1 in 1914 and 1 in 1915) were reported by the New York Railways, or predecessors, and of those among employees, all without exception; of the 275 other fatalities occurring during the 7-year period, 249 took place on the New York Railways lines, and 25 on the Second Avenue. The Brooklyn & North River, included in the table for the first time in 1915, reported no persons killed that year and one in 1916.

⁴ As constituted in 1916.

⁵ This table includes as far as possible only fatalities occurring within the New York City limits including those occurring outside these limits, the totals are: 1910, 236; 1911, 237; 1912, 222; 1913, 224; 1914, 223; 1915, 208; 1916, 192.

and "alighting" accidents show the utmost variation in their results, depending largely upon the individual affected. A thoroughgoing analysis of the subject would need to take account of a host of collateral casual factors, such as the age of the victim, time of day, density of traffic and so forth. Such an analysis would be impracticable in the cases considered here.

The classification of accidents in the companies' returns according to degree of severity is somewhat arbitrary. For a general indication of changes in the safety of operations, comparison of total casualties in different years avoids the effect of such arbitrariness. But the indefiniteness of the line of division between reported injury and no injury, for reasons similar to those just mentioned, requires care in the use of results so obtained. The practices of the companies in the matter of records and reports of accidents should be settled, hence the data should be substantially comparable from year to year.

Table 53 summarizes, by groups of roads, all reported casualties, regardless of the severity of the injury. The unlike conditions under which surface and rapid-transit operations proceed are reflected in the corresponding ratios of total accidents to revenue passengers. Surface cars show more than twice the accident rate reported by rapid-transit lines. Without a classification of accidents by causes, it is impossible to attempt an appraisal of the numerous factors involved. However, it seems reasonable to assume that such conditions as the multiplicity of operating units on city streets, the frequent starts and stops, and the congestion of vehicular and pedestrian traffic account in large measure for the greater accident rate of surface traffic. The transfer of passengers from one line to another, which amounts in the case of some of the lines to one-third or more of the total traffic, and which takes place generally at street crossings and amidst congested traffic, doubtless also contributes to the prevalent accident rate of street railways. Some of these conditions are altogether absent in rapid-transit operation.

Table 53. All casualties on street railways, 1912-1916¹

Roads	ABSOLUTE NUMBER					Per 10,- 000,000 rev- enue pas- sen- gers carried	
	1912	1913	1914	1915	1916	1912	1916
Rapid-transit.....	10,699	11,429	12,160	12,016	13,045	129	138
Hudson & Manhattan.....	156	179	168	172	169	27	27
Interborough Rapid Transit....	8,931	9,629	10,024	9,706	10,606	147	155
Brooklyn Rapid Transit ele- vated division ²	1,612	1,621	1,968	2,138	2,270	96	113
Surface.....	25,852	27,535	28,673	27,996	26,601	308	283
Manhattan — N. Y. Rys. and other roads outside Third Ave. system ³	9,462	9,496	8,690	9,678	8,940	334	300
Manhattan — Third Avenue system ⁴	3,511	3,951	4,797	4,001	3,411	313	264
Bronx — Third Ave. system ⁵ ..	1,882	2,212	1,892	2,103	1,952	323	260
Brooklyn Rapid Transit surface division ⁶	9,124	9,731	11,227	10,004	10,097	280	279
Other surface.....	1,873	2,145	2,067	2,120	2,201	214	288
Total.....	36,551	38,964	40,833	40,012	39,646	219	210

For all casualties combined the returns show an increase of 3,095 in 1916 as compared with 1912, but for the last two years shown in the table there was a decrease, 821 for 1915, and 366 for 1916. The annual increases prior to 1915 may have been largely due to increasing completeness of the returns. The rapid-transit roads show an increase of 2,346, or 22 per cent, in the four years. The corresponding increase of traffic was 14 per cent. All casualties for these roads increased in 1916 by 1,029, or 9 per cent. During the four years surface roads contributed less to the annual increases and more to the decreases than the rapid-transit lines. But their traffic also increased, the rate for car miles being 2 per cent in the four years, and for revenue passengers, 11 per cent.

¹ Includes casualties occurring outside city limits except for the Westchester Electric. Some small roads are omitted in some years and not in others, but this does not appreciably affect the figures of the table.

² Includes N. Y. Consolidated (or predecessors), South Brooklyn, and one-third of Transit Development figures.

³ Or predecessors. Brooklyn & North River is included for 1915 and 1916.

⁴ As constituted in 1916.

⁵ Excluding Westchester Electric.

⁶ Includes Coney Island & Brooklyn and two-thirds of the figures for the Transit Development Company.

Claims and Suits for Damages

The series of tables contained in this section present data for claims for damages resulting from street-railway accidents. Table 54 gives the disposition of claims prosecuted in the courts. Of the 15,764 suits active during the year, 7,033, or 45 per cent, were brought during the year. The suits disposed of are not classified according to the time when they were instituted. Of all suits active, 44 per cent were disposed of during the year — the same proportion as in 1915 — leaving 8,826 suits pending on June 30, 1916, which represents an increase of 95 or 1 per cent, over the number pending at the beginning of the year. There was an increase in the proportion of suits settled before trial from 54 per cent in 1915 to 61 in 1916, and a decrease in the proportion both of the number of cases in which judgment was rendered for plaintiff and in cases otherwise disposed of.

Table 54. Suits active within the year and disposition, 1916

(A) NUMBERS BY GROUPS OF ROADS

Groups	Suits brought during year	Suits active within year	DISPOSED OF DURING YEAR			Total	Suits remaining active at close of year
			Settled before trial by payment to claimant ¹	Judgment rendered in favor of claimant	Otherwise disposed of		
Rapid-transit.....	1,609	2,987	938	109	409	1,456	1,541
Hudson & Manhattan ²	20	239	8	4	7	19	20
Interborough Rapid Transit.....	1,140	2,029	824	55	266	1,145	884
Brooklyn Rapid Transit, elevated division ³	449	929	196	59	136	292	637
Surface.....	5,424	12,767	3,319	448	1,721	5,488	7,335
Manhattan — N. Y. Rys. and other ⁴ roads outside Third Ave. system.....	2,832	4,105	1,829	139	759	2,727	1,378
Manhattan — Third Ave. system.....	550	837	375	25	115	515	322
Bronx — Third Ave. system.....	473	707	363	16	33	412	295
Brooklyn Rapid Transit, surface division.	1,875	6,659	582	244	745	1,571	5,088
Other surface.....	194	459	170	18	69	257	202
Total.....	7,033	15,764	4,257	551	2,130	6,938	8,826

¹ Includes all suits in which settlements were reached, not all of which were paid during year.

² Figures include suits brought in New Jersey.

³ Discrepancy with 1915 report, which shows 20 cases pending at close of year.

⁴ Includes N. Y. Consolidated, South Brooklyn and one-third of Transit Development figures.

⁵ Second Avenue, Receiver, and Brooklyn & North River.

⁶ Includes correction from 4,742 to 4,784 for suits pending at close of year 1915.

⁷ Includes 4 suits in which release was obtained without payment to claimant, and 1 claim outlawed.

Table 54. Suits active within the year and disposition, 1916 — Concluded
(B) RATIOS

Groups	Ratio (per cent) of suits disposed of to total suits active	OF SUITS DISPOSED OF, PER CENT —			Total
		Settled by pay- ment be- fore trial	For which judgment was rendered in favor of claimant	Otherwise disposed of	
Rapid-transit.....	48.60	64.42	7.49	28.09	100
Surface.....	42.94	60.54	8.06	31.40	100
Total.....	44.01	61.86	7.94	30.70	100
Total for 1915.....	44.02	54.16	8.09	37.75	100
Total for 1914¹.....	39.02	51.95	9.29	38.76	100

While Table 55 is primarily a distribution of suits pending at the close of the year according to the period within which the suits were commenced, it serves also as an indication of the time elapsing between accidents and the disposition of suits resulting therefrom. On June 30, 1916, there were pending 8,826 suits, of which 2,885 (33 per cent) were instituted during the fiscal year, and 1,754 (20 per cent) during the preceding fiscal year. Approximately one-fourth of the total appear to have been commenced prior to 1911. Almost all of these long-standing cases, however, pertain to the B. R. T. system, and the conclusion that might otherwise be deduced from this fact as regards the drawing out of litigation by different company groups should be qualified with reference especially to the fact that the B. R. T. companies have used the "prior to 1911" class as a receptacle for cases carelessly left undistributed. Receiverships that have eliminated long-standing suits from the record of some of the companies may also be a factor in the situation.

¹ Not including Coney Island & Brooklyn and Mid-Cross-town.

Table 55. Distribution of suits pending June 30, 1916, according to year in which accident occurred

GROUPS OF ROADS	Total pending June 30, 1916	ACCIDENTS OCCURRING IN —						
		1910 and prior years	1911	1912	1913	1914	1915	1916
Rapid-transit.....	1,541	78	17	21	57	184	451	733
Hudson & Manhattan ¹	20	.....	.....	2	1	3	10	4
Interborough Rapid Transit.....	884	(²)	26	4	26	91	262	495
Brooklyn Rapid Transit, elevated division ⁴	637	578	11	15	30	90	179	234
Surface.....	7,285	2,369	124	187	314	636	1,303	2,162
Manhattan — N. Y. Railways and other roads outside Third Ave. system ⁵	1,378	8	8	22	43	186	358	753
Manhattan — Third Ave. system ⁷ ..	322	.....	4	6	9	32	98	173
Bronx — Third Ave. system ⁷	295	1	1	6	31	49	78	129
Brooklyn Rapid Transit, surface division.....	5,088	2,354	101	142	216	547	726	1,002
Other surface.....	202	6	10	11	15	22	43	95
Total.....	8,826	2,447	141	208	371	1,020	1,754	2,885
Per cent distribution	100	27.72	1.60	2.36	4.20	11.56	19.87	32.69
Total, excluding Brooklyn Rapid Transit.....	3,101	15	29	51	125	333	849	1,649
Per cent distribution.....	100	0.48	0.94	1.64	4.03	12.35	27.38	53.18

Table 56 presents a comparison of suits brought during the year with traffic and casualties. For all the roads together there has been a reduction, not only in the number of suits brought, but also in the ratio of suits to casualties and to car miles and revenue passengers. The tendencies in this regard, however, are not similar for the surface and rapid-transit lines. The number of suits against rapid-transit companies commenced during the year increased 15 per cent over 1915, while the total of accidents increased less than 9 per cent. Suits against surface lines decreased about 7 per cent while accidents decreased 5 per cent.

¹ Includes suits pending in New Jersey.

² See note 3.

³ Includes all accidents occurring prior to July 1, 1911.

⁴ Includes New York Consolidated (or predecessors), South Brooklyn and one-third of Transit Development figures.

⁵ Includes accidents in subsequent periods not distributed by years.

⁶ Figures for New York Railways do not include those of its predecessors.

⁷ Figures for those companies only which operated in 1916. If the six predecessor companies could be included, the figures would be larger.

Table 56. Suits brought during year in relation to traffic ¹, 1915 and 1916

ROADS	ABSOLUTE NUMBER		PER 10,000,000 REVENUE CAR MILES		PER 10,000,000 REVENUE PASSENGERS CARRIED		PER 1,000 CASUALTIES	
	1915	1916	1915	1916	1915	1916	1915	1916
Rapid-transit.....	1,599	1,609	77	84	18	17	116	133
Hudson & Manhattan.....	26	20	33	25	4	3	151	118
Interborough Rapid Transit.....	1,019	1,140	75	81	16	17	105	107
Brooklyn Rapid Transit, elevated division ²	354	449	97	108	20	22	166	198
Surface.....	5,848	5,424	408	374	63	57	210	204
Manhattan — N. Y. Rys. and other roads outside Third Ave. system ¹ ..	2,714	2,332	701	608	94	78	280	261
Manhattan — Third Ave. system ¹ ..	528	550	334	362	42	43	129	161
Bronx — Third Ave. system.....	426	473	252	283	52	56	198	238
Brooklyn Rapid Transit, surface division ³	1,934	1,875	325	313	54	52	193	186
Other surface.....	240	194	160	130	33	25	113	88
Total.....	7,241	7,033	222	209	40	37	181	177

Table 57 summarizes the data for judgments. There was an increase in the number of judgments unpaid at the close of the year, which is accounted for by an increase in the number of judgments on appeal. It should be noted that under judgments paid during the year are comprised judgments rendered prior to, as well as during the year, no differentiation of the two classes being made in the reports. The 499 judgments paid (or compromised) comprised 71 per cent of all judgments active. The total amount paid, \$348,811.34, is only 51 per cent of the total amount of judgments active. The average payment per judgment is \$699. The average amount of the judgments unpaid is \$1,547, and of the judgments on appeal, \$1,957.

¹ Difference between figures here given for 1915 and those published in the 1915 Report are due to the inclusion here of data for Mid-Crosstown with Third Avenue system and for Brooklyn and North River with New York Railways and other Manhattan surface lines.

² Includes N. Y. Consolidated, South Brooklyn and one-third of Transit Development figures.

³ Includes two-thirds of Transit Development figures.

Table 57. Number and amount of judgments and per cent distribution, 1916

CLASS OF JUDGMENTS	Number	Amount	PER CENT DISTRIBUTION	
			Number	Amount
Unpaid at beginning of year.....	155½	¹ \$237,655 38	22.03	34.55
Rendered during year.....	551	450,270 82	77.97	65.45
Total active during year.....	706½	687,926 20	100.00	100.00
Reversed during year.....	25	56,876 64	3.54	8.27
Compromised during year.....	13	² 10,200 58	1.84	1.46
Paid during year.....	³ 486½	⁴ 338,610 76	68.80	49.22
Unpaid at close of year.....	182½	⁵ 282,263 18	25.82	41.03
Whereof on appeal.....	105	205,516 93	—	—

Table 58 shows the distribution of all payments during the year on account of claims. The claims settled before suit amounted to more than four-fifths of all settlements, but the amount paid in settlement of such claims was little more than two-fifths of all payments, and averages only \$52.45 per claim. The number of claims settled by compromise after commencement of suit, but before judgment, was about one-sixth of all settlements; and the amount thus disbursed, two-fifths of all payments, each settlement averaging \$236. The number of judgments paid comprised only 2 per cent of all settlements, but 15 per cent of all payments, averaging \$666 per judgment.

The second part of Table 58 shows the preponderance of settlements for accidents which occurred within a recent period. Of total settlements, 80 per cent, and of total payments, 51 per cent, were for accidents occurring within the year and 15 per cent and 30 per cent, respectively, for accidents occurring during the immediately preceding fiscal year.

The averages of the amounts paid by company groups in different kinds of settlements, as shown in Table 59, are of significance as being to some extent an index of the relative seriousness of injuries. The general average for all settlements was slightly under \$96, an increase of \$2 over the figure for 1915. As in pre-

¹ Includes corrections from 1915 returns.

² Compromised for \$44.91 less than amount of judgment.

³ Includes dividend of 16½ per cent on 82 judgments and of 50 per cent on 23 judgments paid by Second Avenue by order of the Supreme Court.

⁴ Includes \$48.53 costs paid by New York & North Shore and \$660.72, payment by N. Y. & Long Island of one-half of \$1,321.44 (amount of judgment \$1,151.43 and interest \$170.01; balance paid by co-defendant).

⁵ Includes \$512.05 costs added on appeal.

Table 53. Number and amount of claims settled, 1916, by kind of settlement and year of accident

(A) BY KIND				
KIND OF SETTLEMENT	Number	Amount	PER CENT DISTRIBUTION	
			Number	Amount
Settlement before suit.....	20,216	\$1,060,269 85	81.38	44.54
Suit compromised.....	¹ 4,095	968,182 15	16.49	40.67
Judgment paid.....	² 529‡	352,168 54	2.13	14.79
Total settlements.....	24,840‡	\$2,380,620 54	100.00	100.00

(B) BY YEAR OF ACCIDENT				
YEAR (ENDING JUNE 30) IN WHICH ACCIDENT OCCURRED	Number	Amount	PER CENT DISTRIBUTION	
			Number	Amount
1912 and before.....	86	\$37,430 06	0.35	1.57
1913.....	191‡	70,116 23	0.77	2.95
1914.....	922	346,638 96	3.71	14.56
1915.....	3,753‡	711,296 28	15.11	29.88
1916.....	19,887	1,215,139 01	80.06	51.04
Total.....	24,840‡	\$2,380,620 54	100.00	100.00

vious years, the average of all settlements for surface lines is strikingly higher than the average for rapid-transit lines. The average payment before suit, \$52, is the smallest and shows on the whole the least variation between different companies, as well as the least change from the previous year. Suits settled before judgment, averaging \$236, are apparently of more serious character. The payments by rapid-transit lines in the case of these suits average somewhat more than the payments by surface lines. In satisfaction of judgments the average payment, \$666, is \$62 greater than the figure for 1915. The average payment by the rapid-transit lines, \$628, is 44 per cent greater than the average for surface lines. However, in utilizing these figures as a basis for a conclusion in regard to the relative seriousness of accidents, consideration should be given to the fact that the various lines are under different management and probably differ in policy as regards treatment of claims. Furthermore, some of the judgments include such items as costs, counsel's fees and interest.

¹ The difference between this figure and that given for settlements before trial in Table 54 is probably due to the inclusion here of only those settlements in which payment was actually made during the year. See Table 54, note 1.

² The excess of 30 judgments and \$3,357.20 between these figures and those given in Table 54 for judgments compromised or paid, combined, is due to the inclusion here of 30 judgments of New York Railways, carrying \$4,844.87, in excess of actual payments, and the exclusion of \$1,487.67 saved by the Interborough through compromise.

Table 59. Average amount for which settlement was made, 1916

ROADS	Average amount of settlement before suit	Average amount of settlement for suits compromised	Average amount for judgments paid	Average amount for all settlements
Rapid-transit.....	\$50 41	\$253 57	\$327 61	\$37 15
Hudson & Manhattan.....	71 06	103 88	275 00	77 77
Interborough Rapid Transit.....	53 69	269 92	464 26	92 70
Brooklyn Rapid Transit elevated division ¹	38 48	137 77	859 94	68 45
Surface.....	53 24	231 34	674 02	99 06
Manhattan — N. Y. Rys. and other roads outside Third Ave. system....	63 12	226 60	434 78	108 92
Manhattan — Third Ave. system.....	64 12	274 61	613 92	103 76
Bronx — Third Ave. system.....	64 06	257 90	687 10	106 47
Brooklyn Rapid Transit surface division ¹	34 58	154 55	787 50	86 24
Other surface.....	42 45	388 45	1,365 06	81 60
Total.....	\$52 45	\$236 43	\$665 52	\$95 84
Total for 1915.....	\$50 26	\$223 37	\$603 45	\$93 82
Total for 1914 ²	48 96	238 62	578 72	81 55

Operating Expenses on Account of Casualties

Payments on account of injuries and damages are charged to operating expenses, together with other expenditures resulting from accidents. However, as has been shown in preceding tables, many of the accidents which occur in any one year are not compensated until a year or more has elapsed, and such payments, for the most part, enter into operating expenses in a period subsequent to that in which the accidents are recorded. To the extent that deferred payments are provided for by charges to operating expenses which are credited to reserves, this discrepancy is lessened. In such cases not only expenditures but also an amount reserved enters into operating expenses.

Table 60 gives comparative figures for the several classes of charges to operating expenses on account of accidents for the years 1915 and 1916. With three exceptions, all charges show an increase in 1916 over 1915, and most of them show a greater rate of increase than was shown in 1915 over 1914. Of the decreases, disregarding the large withdrawal from reserves, the most conspicuous is in the amount paid for injuries to employees, which happened to have shown the largest per cent increase of all items for 1915 over 1914.

¹ One-third of the data for the Transit Development are included with the B. R. T. elevated division and the remainder with the surface.

² Data not complete.

Law expenses, which increased in 1915 almost 14 per cent, show in 1916 a slight decrease, despite the larger number of claims and the increase of 16 per cent in payments. The total expended in 1916 was more than 12 per cent more than the total for 1915, which rate was nearly double that for 1915 over 1914. The increase in transportation revenue was less than 5 per cent over the 1915 figure.

Table 60. Details of operating expenses on account of injuries and damages, 1915-1916¹

Items	AMOUNT		INCREASE			
	1915	1916	Absolute	Per cent		
<i>Accidents and damages</i>						
Claim-department expenses.....	\$296,741 79	\$305,006 26	\$8,264 47	2.79		
Medical expenses.....	93,292 32	100,015 46	6,723 14	7.21		
Claims for injuries to employees.....	188,827 97	161,514 24	D 26,813 73	D 14.24		
Other injuries and damages.....	1,764,453 15	2,160,914 92	396,461 77	22.47		
Other expenses.....	26,836 14	29,136 85	2,300 71	8.57		
Total.....	\$2,369,651 37	\$2,756,587 73	\$386,936 36	16.33		
<i>Law expenses in connection</i>						
Salaries and expenses of attorneys.....	\$536,929 86	\$523,253 79	D \$13,676 07	D 2.55		
Court costs and expenses.....	137,482 88	142,348 81	4,865 93	3.54		
Law printing.....	5,072 04	6,334 58	1,262 54	24.89		
Total.....	\$679,484 78	\$671,937 18	D \$7,547 60	D 1.11		
Total expended.....	\$3,049,136 15	\$3,428,524 91	\$379,388 76	12.44		
Reserved for injuries and damages ²	46,433 78	Cr. 243,413 90	D 289,847 68	D 624.22		
Total expended or reserved for injuries and dam- ages by the 21 companies.....	\$3,095,569 93	\$3,185,111 01	\$89,541 08	2.89		
Total expended for injuries and damages by all companies ³	3,174,112 09	3,578,027 63	403,915 54	12.73		
Total operating expenses for the 21 companies...	\$48,326,604 41	\$49,954,266 95	\$1,627,662 54	3.37		
Total operating expenses for all companies.....	50,324,095 32	52,038,312 15	1,714,216 83	3.41		
Per cent operating expenses, 21 companies of all companies.....	96.03	97.60	—	—		
<i>Annual per cent increase</i>						
	1911	1912	1913	1914	1915	1916
Claim-department expenses.....	10.64	4.86	6.24	6.26	5.09	2.79
Claims for injuries to employees.....	27.94	12.48	D 19.58	8.91	19.66	D 14.24
Other injuries and damages.....	8.08	D 2.68	5.75	D 5.73	3.43	22.47
Salaries and expenses of attorneys.....	9.65	D 13.82	6.14	7.58	13.42	D 2.55
Court costs and expenses.....	25.72	0.91	D 29.78	34.82	16.09	3.54
Total expenses.....	9.68	D 2.34	5.37	0.05	6.53	12.44
Increase in transportation revenue.....	4.79	5.22	4.84	1.96	D 0.89	4.75

¹ This table gives combined figures for 21 of the 23 companies for which data are reported under the most detailed accounting classification (Table XIV, A). The Mid-Crosstown and Pelham Park, which thus report for 1916, are here omitted in order not to affect the comparison of 1915 with 1916.

² Reported only by New York Railways and Second Avenue.

³ Not including amounts reserved.

VIII. EMPLOYEES AND WAGES (STREET RAILWAYS)

The various divisions of general Table XII have undergone no changes of form and content as between 1915 and 1916 except that Division F is somewhat more comprehensive than in former years. This division, however, does not as yet afford complete statistics of the company pay-rolls for the last week of the fiscal year.

Some minor changes in the classificatory treatment of certain details, almost entirely confined to the returns for the Brooklyn Rapid Transit system, deserve mention in this connection. The returns for this system are not made in the form of the regular annual-report schedule, but instead according to the classification of payments used in the payrolls of the system. This necessitates reclassification, as well as condensation by the Bureau of Statistics. For details of changes in such reclassification from 1915 to 1916, the reader is referred to the footnotes of Divisions A and B of Table XII in the 1915 and 1916 Annual Reports. In the 1916 table, also, more complete allowance for the considerable amount of joint employment among the roads directly or indirectly under control of the Interborough-Metropolitan holding company is made than has been possible hitherto. Footnotes to Table XII contain details as to this matter also.

Number and Aggregate Compensation

The number of employees of the street-railway companies of the city was 40,478 at the close of the fiscal year 1916, a slight decrease as compared with the preceding year. The decreases in number are practically confined to the surface lines, exclusive of the B. R. T. system, the most marked relative loss, 15.68 per cent, being shown by the group denoted in Table 61 as "other surface." The Interborough Rapid Transit added 4.42 per cent to the number of its employees, while the Hudson & Manhattan shows practically no change. The B. R. T. system, including its surface lines, shows an increase of 2.83 per cent.

Table 61. Number of officers and employees at close of fiscal year, and total compensation, 1914-1916

Groups of Roads	NUMBER			INCREASE 1916 OVER 1915	
	1914	1915	1916	Number	Per cent
Interborough Rapid Transit.....	10,682	12,507	13,060	553	4.42
Hudson & Manhattan.....	1,280	1,284	1,283	D 1	D 0.08
Brooklyn Rapid Transit system.....	14,348	13,765	14,154	389	2.83
Surface lines, excl. B. R. T.:					
Manhattan, excl. Third Ave. system.....	6,584	6,687	6,039	D 645	D 9.69
Third Ave. system (Manh. and Bronx) ..	4,171	4,244	3,877	D 367	D 8.63
Other surface.....	2,523	2,449	2,065	D 384	D 15.68
Total number.....	39,588	40,936	40,478	D 458	D 1.12
Total compensation during year ¹ ...	\$31,205,140	\$32,477,659	\$33,809,015	\$1,331,356	4.10

The per cent distribution of compensation paid to employees, shown in Table 62, changes little from year to year and calls for little comment. The proportion of the total attributable to fixed capital is notably large in the case of the Interborough, being 15 per cent. The effect of rapid-transit construction work upon the share of operating expenses in total compensation since 1914 is evident in its reduction from 95 to 91 per cent distribution of charges to operation. The proportions for maintenance and general expenses show no definable trend during the six years 1910-16. The corresponding figures for operation of power plant, however, have quite steadily decreased, while those for operation of cars have increased. The first mentioned change, or decrease, is probably due to increased economy in handling fuel. The increase in the weight of compensation for operation of cars is fully accounted for by increased wages, which constitute 96 per cent of this class of operating expenses, as compared with 60 per cent compensation in total operating expenses. The combined percentages for maintenance of way and structures and equipment have ranged during the seven years from 21.77 in 1913 to 23.39 in 1911, with approximate equality between the two classes of expenditure.

¹ The Brooklyn & North River was included in 1915 for the first time. The number for this company in 1915 was 109; in 1916, 104.
² Exclusive of the amount charged to outside operations by Hudson & Manhattan in 1914 and 1915, and by this company together with New York Railways and Richmond Light & Railroad in 1916.

Table 62. Per cent distribution of compensation of employees, 1916

(A) FOR TOTAL COMPENSATION, AS BETWEEN OPERATING EXPENSES AND OTHER CHARGES

GROUPS OF ROADS	Operating expenses	Fixed capital	Services for other companies and miscellaneous	Outside operations	Total
Interborough Rapid Transit.....	84.77	¹ 15.23	¹ N. S.	.....	100.00
Hudson & Manhattan.....	73.60	1.81	3.60	20.99	100.00
Brooklyn Rapid Transit.....	93.95	4.52	1.53	.....	100.00
Surface lines excl. B. R. T.:					
Manhattan, excl. Third Ave. system	96.37	0.29	2.55	0.79	100.00
Third Ave. system (Manh. and Bronx).....	99.01	0.95	0.04	.....	100.00
Other surface.....	97.23	1.76	1.01	0.00	100.00
Total, 1916.....	91.35	6.49	1.13	1.03	100.00
<i>Totals by years</i>					
1910.....	94.98	3.07	1.07	0.88	100.00
1911.....	94.86	2.70	1.51	0.93	100.00
1912.....	95.77	0.92	2.32	0.99	100.00
1913 ²	95.15	1.04	2.78	1.03	100.00
1914.....	94.68	2.70	1.67	0.95	100.00
1915.....	91.33	6.19	1.59	0.89	100.00
1916.....	91.35	6.49	1.13	1.03	100.00

(B) FOR COMPENSATION CHARGED TO OPERATION, AS BETWEEN ITEMS

GROUPS OF ROADS	Maintenance of way and structures	Maintenance of equipment	Operation of power plant ³	Operation of cars	Injuries to persons and property	General expenses	Total
Interborough Rapid Transit.....	12.30	12.27	6.78	62.87	0.38	5.40	100.00
Hudson & Manhattan.....	11.94	6.24	10.66	61.49	0.49	9.18	100.00
Brooklyn Rapid Transit.....	11.19	12.27	4.31	65.97	(⁴)	⁴ 6.26	100.00
Surface lines excl. B. R. T.:							
Manhattan, excl. Third Avenue system.....	10.63	8.97	2.02	67.12	4.01	7.25	100.00
Third Ave. system (Manh. and Bronx).....	9.57	8.49	1.24	71.17	1.53	8.00	100.00
Other surface.....	12.16	9.29	2.38	64.33	3.07	8.77	100.00
Total, 1916.....	11.29	10.89	4.38	65.66	1.16	6.62	100.00
Distribution of total operating expenses.....	15.42	14.78	16.59	41.18	6.41	5.62	100.00
Per cent ratio, compensation to operating expenses.....	43.92	44.17	15.82	95.62	10.88	70.60	59.97

Distribution of compensation charged to operation, by years

1910.....	11.23	11.49	6.10	63.37	7.81	100.00
1911.....	10.71	12.68	5.71	63.50	7.40	100.00
1912.....	10.44	11.33	5.68	64.96	7.59	100.00
1913.....	11.01	10.76	5.32	65.32	7.59	100.00
1914.....	11.96	10.91	4.81	64.42	7.90	100.00
1915.....	10.75	11.84	4.71	64.53	8.17	100.00
1916.....	11.29	10.89	4.38	65.66	7.78	100.00

¹ Services for other companies and miscellaneous are included in Fixed capital.² Richmond group omitted as total wages are not segregated.³ Includes Horse power, revenue-car service.⁴ Injuries evidently included in General expenses.

Supply and Stability of Employment

The subject of the quantity of employment afforded during the year can be viewed from various angles and, indeed, owing to the limitations of the available statistical data bearing on the question, must be dealt with by way of divers kinds of data in order that the imperfections of one sort may in part be compensated by the positive qualities of others. One important class of available data for the street railways of New York City are the returns of the number of appointments and re-appointments of car platform-men and similar employees during the year, which are shown in Table 63.

Table 63. Appointments of conductors, motormen, guards and ticket agents during the year, in relation to the total number employed at close of the year, 1916¹

OPERATING STREET RAILWAYS	Appoint- ments during year	Whereof reappointed	Number in service at close of year
Interborough Rapid Transit:			
Conductors.....	(2)	.....	561
Guards.....	153	54	3,047
Motormen.....	(3)	.....	653
Ticket agents.....	22	3	846
Hudson & Manhattan:			
Conductors.....	7	.....	76
Guards.....	121	.....	209
Motormen.....	1	1	80
Ticket agents.....	16	1	67
Brooklyn Rapid Transit:			
Conductors:			
Surface.....	1,524	229	2,703
Elevated.....	(2)	.....	263
Guards.....	641	73	964
Motormen:			
Surface.....	1,351	322	2,694
Elevated.....	(4)	.....	393
Ticket agents.....	455	33	711
Second Avenue, Receiver:			
Conductors.....	68	1	150
Motormen.....	39	7	147
Brooklyn & North River:			
Conductors.....	48	1	51
Motormen.....	32	5	43
Ticket agents.....	.....	.....	3
Third Avenue system:			
Conductors.....	843	120	1,259
Motormen.....	357	84	1,284
New York & Queens County:			
Conductors.....	160	32	236
Motormen.....	75	17	212
Long Island Electric:			
Conductors.....	7	1	20
Motormen.....	3	2	33

For footnotes, see next page.

Table 63. Appointments of conductors, motormen, guards and ticket agents during the year, in relation to the total number employed at close of the year, 1936¹— Concluded

OPERATING STREET RAILWAYS	Appoint- ments during year	Whereof reappointed	Number in service at close of year
New York & Long Island:			
Conductors.....	17	.....	50
Motormen.....	18	2	52
Ocean Electric:			
Conductors.....	31	1	28
Motormen.....	15	1	24
New York & North Shore:			
Conductors.....	10	3	19
Motormen.....	3	1	19
Manhattan & Queens:			
Conductors.....	63	3	49
Motormen.....	35	8	40
Richmond Light & R. R. system:			
Conductors.....	92	20	108
Motormen.....	47	15	113
Manhattan Bridge 3-Cent Line:			
Conductors.....	10	2	14
Motormen.....	8	2	14
Ticket agents.....	.....	.....	2
Marine:			
Conductors.....	3	2	2
Motormen.....	.....	.....	2
Total for companies listed above.....	6,275	1,046	17,259
Conductors.....	2,883	415	5,598
Guards.....	915	127	4,220
Motormen.....	1,984	467	5,814
Ticket agents.....	493	87	1,629
New York Railways.....	2,464	N. R.	3,244
Conductors.....	1,793	N. R.	1,610
Motormen.....	628	N. R.	1,602
Drivers.....	43	N. R.	32
Grand total for all companies listed.....	8,739	——	20,503

The ratio of new appointments to number in service at close of the year shown in the different company and occupation classes — after excluding four classes (with 3 or fewer in service at close of year) too small to be compared in this way as well as those where the number of appointments is not given — ranges from 1.25 per cent for Hudson & Manhattan motormen to 134 per cent for New York Railways drivers. Three other classes out of the 35 remaining show more than 100 per cent of new appointments, namely, the conductors on the New York Railways, Ocean Electric and Manhattan & Queens. What might be called the per-

¹ The Van Brunt Street does not report any appointments or re-appointments during the year although it reports 10 conductors and 10 motormen on the first payroll of the year and 12 conductors and 12 motormen on the last. The Bush Terminal reports: "Under contract with the Bush Terminal Company."

² The conductors are promoted from the guards.

³ Apparently the motormen are promoted from the New York Railways service, which road is under the same financial control as the Interborough.

⁴ The motormen are promoted from the surface lines.

sonal equation of the corporation in its relation to its employees does not wholly explain the wide range. The Hudson & Manhattan, for example, which ranks highest as regards motormen in respect to permanency of employment has a percentage of appointments to number in service for its guards which is 11 times as large as the corresponding percentage for the Interborough. The New York Railways, however, shows the largest percentage of appointments for one class (drivers), the second largest for conductors, and in the group of motormen it is also high. The percentage for all New York Railways employees here tabulated is 76, against 36 for all other companies combined. The percentage for New York Railways conductors is three times as large as the percentage for their motormen, and two times as large as the percentage for conductors for all other companies combined. The differences may be largely explained by the policy of some companies to take men on trial with little or no investigation. The form of the schedule, in providing for a return of reappointments included, and the general nature of the returns, or the fact that reappointments are properly distinguished, tends to eliminate ambiguity as to what an appointment might mean. Unfortunately the New York Railways does not return the number of reappointments, hence it cannot be determined how far its data should be qualified with reference to the inclusion of such, and it may be that the company is rather loose in its interpretation of an "appointment," so that resumptions of service that would elsewhere not appear in the returns are here treated as reappointments and thus included in appointments.

Other indications as to the quality of the supply and the stability of employment are contained in the data for part-time employees.

Average Earnings and Rates of Pay

Under this head there are available data of three sorts, (1) average earnings per week at the close of the year for the various occupational classes, (2) average rates per hour for car platform-men, and (3) average earnings per time-unit for occupational classes. Data of the second sort can be analyzed with reference to their relation to actual changes in the rate schedules of the companies. The general answer to the question as to whether wages are increasing or not would come chiefly from Table 64.

Table 64. Number and average compensation of full-time and part-time employees at the close of 1916, and per cent part-time of full-time, for all companies combined that report such data

OCCUPATION OR GROUP	FULL-TIME EMPLOYEES		PART-TIME EMPLOYEES			
	Number	Average compensation per week	Number	Average compensation per week	PER CENT OF FULL-TIME	
					In number	In aggregate compensation
Office staff.....	1,462	\$20 49	110	\$9 38	7.52	3.45
<i>Other than office staff</i>						
Road and trackmen.....	2,445	14 97	555	8 11	22.70	12.30
Electric linemen.....	570	18 05	65	10 11	11.40	6.39
Other maintenance-of-way-and-structures employees.....	1,406	17 23	290	8 75	20.63	10.47
Machinists.....	683	16 45	142	9 04	20.79	11.42
Carpenters.....	727	16 56	125	11 07	17.19	11.49
Blacksmiths.....	188	15 24	25	12 41	13.30	10.83
Painters.....	344	14 59	44	9 48	12.79	8.31
Other shop employees.....	1,633	15 74	326	8 67	19.96	10.99
Boiler-room employees.....	427	16 93	90	6 77	21.08	8.44
Engineers.....	70	26 18	.....	.....	—	—
Other engine-room employees.....	139	15 53	25	4 95	17.99	5.74
Electrical labor.....	153	19 84	11	5 34	7.19	1.94
Sub-station labor.....	254	17 26	12	7 52	4.72	2.08
Other power-plant labor (incl. repairmen).....	554	16 57	122	9 29	22.02	12.35
Inspectors, train starters, etc.....	935	21 54	90	6 23	9.63	2.79
Passenger motormen.....	5,629	19 75	1,568	11 57	27.86	16.32
Horse-car drivers.....	26	16 47	13	6 95	50.00	21.12
Conductors — horse-car.....	27	15 16	7	7 62	25.93	13.03
Conductors — surface-electric.....	4,500	17 73	1,705	10 05	37.89	21.48
Conductors — elevated or subway..	756	18 27	126	11 57	16.67	10.56
Guards.....	3,031	15 54	901	9 66	29.73	18.47
Other passenger trainmen.....	46	16 88	10	7 93	21.74	10.21
Freight, mail and express trainmen..	154	15 07	66	7 68	42.86	21.83
Crossing tenders, flagmen, etc.....	497	18 26	114	4 34	22.94	5.45
Other car-service employees.....	206	18 38	141	3 23	68.45	12.01
Ticket agents — men.....	906	15 76	71	8 52	7.84	4.23
Ticket agents — women.....	413	10 78	186	6 78	45.04	28.34
Gatemen and platform men.....	904	13 70	275	7 20	30.42	15.99
Other passenger station employees..	588	13 03	58	5 71	9.86	4.32
Car cleaners.....	623	12 82	88	5 86	14.13	6.46
Other car-house employees.....	987	15 12	153	8 04	15.50	8.24
Other transportation employees....	243	16 76	20	6 86	8.23	3.37
Truck drivers.....	59	15 76	3	5 23	5.08	1.69
Other stable, garage, trucking, etc., employees.....	63	14 37	8	3 12	12.70	2.76
Miscellaneous.....	124	13 74	25	4 04	20.16	5.92
Total, other than office staff...	30,310	\$16 96	7,460	\$9 36	24.61	13.58
Total, including office staff....	31,772	17 12	7,570	9 36	23.83	13.03

Totals for office staff and other than office staff, by years

1914	Other than office staff.....	25,215	\$16 01	7,536	\$8 45	29.89	15.78
	Office staff.....	1,169	18 63	48	5 60	4.11	1.24
1915	Other than office staff.....	30,760	16 07	7,754	8 66	25.21	13.59
	Office staff.....	1,549	18 31	127	7 09	8.20	3.17
1916	Other than office staff.....	30,310	16 96	7,460	9 36	24.61	13.58
	Office staff.....	1,462	20 49	110	9 38	7.52	3.45

In the classification used in Table 64 there are several slight changes this year affecting the comparison with last year's table, but it is substantially true that only three of the full-time classes here tabulated show decreases, while all the others show increases. The office-staff average increased from \$18.31 to \$20.49, and the average for "other than office staff" from \$16.07 to \$16.96. The average compensation of the part-time employees has also increased, but since their compensation is the product of two factors, time and rate, which are not separately reported, their relative importance in the change is not known. Hence an inference that the change is due to higher wages is subject to qualification.

The ratio of part-time to full-time employees for "office staff" shows a decrease in number as compared with 1915 and an increase in compensation; in the case of "other than office staff," the ratios in both instances are decreases. The number of part-time employees at the close of 1916 was scarcely one-fourth that of the full-time, and their compensation, little more than one-eighth.

The unit of pay and of service for car-platform men is the hour. The dominant importance of this class of employees in street-railway service is a reason for devoting to such wage data a special place in Table XII as Division E. The data are summarized in Table 65.

On the B. R. T. elevated division decreases in average pay per hour are shown for conductors in both 1915 and 1916, and for guards and motormen in 1916. But the changes are inappreciable in amount and doubtless result from changes in the composition of the force as regards seniority in service, there having been no changes in the schedule of rates for this class of employees in either 1915 or 1916. All other company group items reveal increases both years except the Hudson & Manhattan 1915 average for motormen, which was unchanged. But a large increase fell to this class in 1916. The distribution by motive power, however, shows decreases in 1915 for the motormen of storage-battery cars and the drivers of horse cars, though the general average

Table 65. Average rates of pay (cents per hour) for car-platform men, 1914-1916

Groups of Roads	CONDUCTORS OR GUARDS			MOTORMEN OR DRIVERS		
	1914	1915	1916	1914	1915	1916
Interborough Rapid Transit.....	¹ 25.48	25.58	26.53	36.17	36.33	37.82
	² 21.59	21.66	22.44			
Hudson & Manhattan.....	¹ 24.05	24.41	26.95	35.00	35.00	39.94
	² 20.00	20.24	21.85			
Total.....	22.15	22.22	23.09	36.04	36.18	38.05
Brooklyn Rapid Transit:						
Elevated division.....	¹ 24.77	24.73	24.61	35.35	35.94	35.82
	² 21.36	21.61	21.38			
Surface division.....	25.38	25.60	25.65	25.72	26.02	27.02
The two combined.....	24.40	24.59	25.22	26.70	27.07	28.14
Manhattan, excl. Third Avenue system.....	24.72	³ 24.96	26.27	26.75	⁴ 26.93	27.59
Third Ave. system (Manh. and Bronx) ⁴	24.40	24.59	26.53	26.19	26.26	27.75
Other surface ⁵	22.48	22.56	24.09	22.75	22.97	24.76
Grand total.....	23.66	23.80	24.73	27.25	27.52	28.68
Electric-contact.....	23.70	23.85	24.76	27.34	27.65	28.80
Storage-battery.....	23.22	22.17	23.67	25.00	24.88	25.31
Horse.....	21.69	21.64	22.93	21.96	21.89	22.75

increased, but the 1916 averages for motormen and drivers of each class, as well as the general average, is higher than in either 1914 or 1915. Within the two-year period, the average hourly rate of the motormen and drivers advanced 1.43 cents, or 5.2 per cent, while the average of the conductors and guards advanced 1.07 cents, or 4.5 per cent. But the outstanding feature of the table is the advance of 4.94 cents for the Hudson & Manhattan motormen.

In 1915 there were substantially no changes in rates of pay of car-platform men. Table 66 shows a very different situation in 1916.

¹ Conductors.
² Guards.
³ Brooklyn & North River is included in the table for the first time in 1915.
⁴ Exclusive of Yonkers Railroad.
⁵ Exclusive of Bush Terminal. Richmond roads are included for 1916 only, and the Marine, for 1915 and 1916 only.

Table 66. Changes in rates of pay of car-platform men, 1916¹

(A) Conductors

OPERATING STREET RAILWAYS		Period of service	RATE PER HOUR (CENTS)		Change
			1915	1916	
Interborough Rapid Transit.....		First and second years..	23.5	24.5	+1
		Third year.....	24.5	25.5	+1
		Fourth year.....	25.5	26.5	+1
		Fifth year.....	26	26.5	+0.5
		After fifth year.....	26	27	+1
Hudson & Manhattan.....		First year.....	22.5	24.5	+2
		Second year.....	23	25	+2
		Third year.....	24	26	+2
		After third year.....	25	27.5	+2.5
Newark rapid-transit service.....		Fixed rate.....	27.5	30	+2.5
Brooklyn Rapid Transit, surface.....		First and second years..	24	25	+1
		Third year.....	25	26	+1
		Fourth and fifth years..	26	27	+1
		Sixth to tenth years....	27	28	+1
		After tenth year.....	28	29	+1
New York Railways.....	Electric conduit ..	First year.....	24	25	+1
		Second year.....	25	26	+1
		Third and fourth years..	26	27	+1
	Storage battery ...	After fourth year.....	27	28	+1
		First year.....	22.5	23.5	+1
		After first year.....	22.5	24	+1.5
	Horse.....	First year.....	21	22	+1
		After first year.....	22.5	23.5	+1
Second Avenue, Receiver.....		First year.....	24	25	+1
		Second year.....	25	26	+1
		Third and fourth years..	26	27	+1
Brooklyn & North River.....		After fourth year.....	27	28	+1
		Fixed rate.....	24	25	+1
Third Avenue system.....		First year.....	24	25	+1
		Second year.....	25	26	+1
		Third to fifth years....	26	27	+1
		After fifth year.....	27	28	+1
Storage-battery....		Fixed rates.....	20	23	+3
			22	24	+2
New York & Queens County.....		First and second years..	22	24	+2
		Third to fifth years....	23	25	+2
		After fifth year.....	24	26	+2
Long Island Electric.....		First and second years..	22	24	+2
		Third to fifth years....	23	25	+2
		After fifth year.....	24	26	+2
New York & Long Island.....		First and second years..	22	24	+2
		Third to fifth years....	23	25	+2
		After fifth year.....	24	26	+2
Ocean Electric.....		First and second years..	21	23	+2
		Third year.....	22	24	+2
		Fourth year.....	23	24	+1
New York & North Shore.....		Fifth year.....	—	24	—
		After fifth year.....	—	25	—
		First year.....	23	25	+2
Manhattan & Queens.....		Second year.....	24	26	+2
		After second year.....	25	27	+2
		First year.....	22	23	+1
		Second year.....	23	24	+1
		Third year.....	24	25	+1
		Fourth year.....	25	26	+1
		After fifth year ¹	26	29	+3

¹ Roads or groups of roads reporting no change are omitted.² None in fifth year.

Table 66. Changes in rates of pay of car-men, 1916 — Continued

(A) Conductors — Concluded

OPERATING STREET RAILWAYS	Period of service	RATE PER HOUR (CENTS)		Change
		1915	1916	
Richmond roads.....	First half-year.....	20	20	0
	Second half-year.....	20	22.5	+2.5
	Second year.....	22.5	22.5	0
	After second year.....	22.5	25.0	+2.5
			25	+2.5

(B) Motormen

Interborough Rapid Transit.....	First year.....	30	32.5	+2.5
	Second and third years..	35	35	0
	Fourth year.....	35	36	+1
	Fifth year.....	35	37	+2
	After fifth year.....	37.5	38	+0.5
Hudson & Manhattan.....	First year.....	37	35	+5
	After first year.....	35	40	+5
Newark rapid-transit service.....	Fixed rate.....	38.5	40	+1.5
	First year.....	30	30	0
Brooklyn Rapid Transit, elevated.....	Second to fifth years....	32.5	32.5	0
	Sixth and seventh years..	35	35	0
	Eighth to tenth years...	37.5	37.5	0
	After tenth year.....	37.5	40	+2.5
	First and second years..	24	25	+1
Brooklyn Rapid Transit, surface.....	Third year.....	25	26	+1
	Fourth and fifth years...	26	27	+1
	Sixth to tenth years....	27	28	+1
	After tenth year.....	28	29	+1
	First year.....	25	26	+1
New York Railways.....	Second year.....	26	27	+1
	Third and fourth years..	27	28	+1
	After fourth year.....	28.5	29.5	+1
	First year.....	25	25	0
	After first year.....	25	26	+1
Second Avenue, Receiver.....	First year.....	21	22	+1
	After first year.....	22.5	23.5	+1
	First year.....	23	26	+1
	Second year.....	26	27	+1
	Third and fourth years..	27	28	+1
Brooklyn & North River.....	After fourth year.....	28.5	29.5	+1
	Fixed rate.....	25	26	+1
	First year.....	25	26	+1
	Second year.....	26	27	+1
	Third to fifth years....	27	28	+1
Third Avenue system.....	After fifth year.....	28.5	29.5	+1
	Fixed rates.....	20	24	+4
	First year.....	25	26	+1
	First and second years..	22	24	+2
	Third to fifth years....	23	25	+2
New York & Queens County.....	After fifth year.....	24	26	+2
	First and second years..	22	24	+2
	Third to fifth years....	23	25	+2
	After fifth year.....	24	26	+2
	First and second years..	22	24	+2
Long Island Electric.....	Third to fifth years....	23	25	+2
	After fifth year.....	24	26	+2
	First and second years..	22	24	+2
	Third to fifth years....	23	25	+2
	After fifth year.....	24	26	+2

Table 66. Changes in rates of pay of car-platform men, 1915-1916 — Concluded
(B) Motormen — Concluded

OPERATING STREET RAILWAYS	Period of service	RATE PER HOUR (CENTS)		Change
		1915	1916	
Ocean Electric.....	First year.....	22	24	+2
	Second year.....	22	—	—
	Third year.....	23	—	—
	Fourth year.....	23	25	+2
	Fifth year.....	24	25	+1
	After fifth year.....	24	{ 25 26	+1 +2
New York & North Shore.....	First year.....	23	25	+2
	Second year.....	24	—	—
	After second year.....	25	27	+2
Manhattan & Queens.....	First year.....	23	23	+1
	Second year.....	23	24	+1
	Third year.....	24	25	+1
	Fourth year.....	25	26	+1
	Fifth year.....	26	27	+1
	After fifth year.....	26	29	+3
Richmond roads.....	First half-year.....	20	20	0
	Second half-year.....	20	22.5	+2.5
	Second year.....	22.5	{ 22.5 25	0 +2.5
	After second year.....	22.5	25	+2.5

(C) Guards

Interborough Rapid Transit.....	First and second years...	20	21	+1
	Third year.....	21	22	+1
	Fourth year.....	22	23	+1
	After fourth year.....	23	23.5	+0.5
Hudson & Manhattan.....	First year.....	19	21	+2
	Second year.....	20	21	+1
	Third year.....	21	22	+1
	Fourth year.....	21.5	23	+1.5
Newark rapid-transit service.....	After fourth year.....	22	23.5	+1.5
	Fixed rate.....	22.5	24	+1.5

This table lists 124 increases in pay and no decrease. The increases range from one-half cent to five cents per hour. The modal, or most common increase was one cent. There were only three increases of less than one cent, and seventeen of more than two cents. The three classes of car-platform men were about equally favored. This statement also holds true of the classes by period of service. Four companies raised all conductors, and three, all motormen, by one cent. Three raised all their conductors and motormen two cents. Three others gave the larger increases to the conductors who had been longest in their service, and four gave similar preference to senior motormen. Only three report in this schedule a fixed rate regardless of period of service; these are the Hudson & Manhattan in their Newark rapid-transit

service, the Third Avenue system for their storage-battery cars, and the Brooklyn & North River.

Average compensation per unit of time by occupations is given in Table 67. Comparison with the same table for 1915 shows many considerable changes, although the group totals are only moderately changed. The general officers and women clerks and typists on the monthly basis have a lower average in 1916 than in 1915, while the male clerks have a higher average. The change last mentioned is, however, due in part to the fact that in 1915 nearly a hundred women clerks, receiving far smaller compensation than men, were included with the latter in the absence of returns by sex. For all companies combined, the male clerks and bookkeepers returned on a monthly basis average more than twice as much as the women of that class. But among stenographers and typists, the men receive an average of only \$4.44 more than the women. For all employees of a group combined, there is little difference — according to a comparison based on per day and per hour units — in the averages for the three principal classes, transportation, power and shops.

Table 67. Average compensation per unit of time, by occupational groups, 1916¹

OCCUPATION GROUP	Average number of em- ployees	Aggregate compensation during year	Aggregate time	Average compensa- tion per time unit
GENERAL OFFICE				
General officers.....	54	\$557,491 41	649 m	\$859.06
Other officers.....	77	332,967 91	929½ m	358.22
Lawyers, adjusters and claim agents.....	309	497,010 84	3,703 m	134.22
Clerks and bookkeepers — men.....	1,012	1,100,928 37	12,122 m	90.82
	124	124,043 62	42,522 d	2.92
Clerks and bookkeepers — women.....	120	114,554 73	414,963 h	0.276
	128	64,059 12	1,545 m	41.47
Stenographers and typists — men.....	22	11,724 02	7,035 d	1.67
	93	80,475 00	1,123 m	71.66
Stenographers and typists — women.....	17	13,185 07	58,545 h	0.225
	80	65,102 48	966½ m	67.22
Other office staff.....	13	10,171 40	4,465 d	2.28
	520	664,954 00	6,001 m	110.81
	11	6,396 91	3,432 d	1.86
	29	25,403 53	85,797 h	0.296
<hr/>				
Total.....	2,283	\$3,362,989 13	27,041 m	\$124.37
	170	152,335 95	57,454 d	2.65
Inspectors, office watchmen, messengers, etc.	166	153,143 33	559,305 h	0.274
	82	41,742 75	969½ m	43.06
	144	96,084 82	51,267 d	1.87
<hr/>				
Total — general office.....	2,365	\$3,404,731 88	28,010½ m	\$121.55
	314	248,420 77	108,721 d	2.28
	166	153,143 33	559,305 h	0.274

For footnotes, see page 171.

Table 67. Average compensation per unit of time, by occupational groups, 1916¹—Continued

OCCUPATION GROUP	Average number of em- ployees	Aggregate compensation during year	Aggregate time	Average compensa- tion per time unit
TRANSPORTATION				
Inspectors.....	6	\$8,520 12	72 m	\$118.34
Train clerks and dispatchers, starters, depot masters, register takers.....	260	272,012 44	92,393 d	2.94
	165	183,357 86	658,260 h	0.279
	10	17,196 37	120 m	143.30
	391	423,892 42	143,751 d	2.95
	185	217,134 35	777,298 h	0.279
	37	32,910 72	444 m	74.12
Ticket agents.....	1,001	821,024 75	360,894 d	2.27
	658	327,244 58	2,011,818 h	0.163
Gatemen, platform men and transfer agents	1,245	706,858 46	362,298 d	1.95
	97	101,690 41	452,320 h	0.225
Conductors and guards.....	5,255	4,004,025 10	1,692,974 d	2.37
	5,301	4,187,036 60	16,579,358 h	0.253
Motormen.....	2,321	2,367,802 33	771,264 d	3.07
	4,537	4,034,652 46	14,705,521 h	0.274
Switchmen, flagmen and yardmen.....	628	557,216 98	224,534 d	2.48
	206	143,050 70	400,709 h	0.357
Road and track men, tube cleaners and channel-rail men.....	9	14,830 48	95 m	156.11
	3,317	2,508,958 18	1,055,712 d	2.38
	1,499	936,303 32	4,561,935 h	0.205
Drivers and stablemen, chauffeurs and garagemen.....	154	111,464 32	53,201 d	2.10
	47	35,692 40	163,966 h	0.218
Station porters, watchmen, freight laborers and transportation employees not else- where specified.....	730	497,871 69	254,793 d	1.95
	568	409,355 96	2,115,030 h	0.194
<hr/>				
Total — transportation.....	62	\$73,457 69	731 m	\$100.49
	15,302	12,271,126 67	5,011,819 d	2.45
	13,263	10,575,518 64	42,426,265 h	0.249
<hr/>				
POWER				
Engineers (i. e., enginemen).....	12	\$17,710 59	149 m	\$118.86
	38	52,595 73	13,625 d	3.86
	110	100,128 99	348,595 h	0.287
Firemen.....	96	73,136 10	33,301 d	2.20
	248	209,618 50	731,535 h	0.287
Oilers, wipers, coal-passers, water-tenders, ashmen and boiler-cleaners.....	296	192,362 31	91,794 d	2.10
	88	64,172 17	275,004 h	0.233
Dynamo and switchboard men, electricians and linemen.....	5	7,465 30	60 m	124.42
	296	251,894 64	102,518 d	2.46
	245	229,761 62	833,593 h	0.276
Power-plant employees not elsewhere specified.....	427	375,910 59	152,764 d	2.46
	270	244,834 76	822,887 h	0.298
<hr/>				
Total — power.....	17	\$25,175 89	209 m	\$120.46
	1,153	945,899 37	394,002 d	2.40
	961	848,516 04	3,011,614 h	0.282
<hr/>				
CAR-HOUSES				
Car cleaners, car oilers, lamp trimmers, "car-house men" and other car-house employees.....	1,216	\$881,996 40	425,802 d	\$2.07
	404	325,859 52	1,648,978 h	0.198

For footnotes, see next page.

Table 67. Average compensation per unit of time, by occupational groups, 1916¹ — Concluded

OCCUPATION GROUP	Average num†er of em- ployees	Aggregate compensation during year	Aggregate time	Average compensa- tion per time unit
SHOPS				
Carpenters and helpers.....	404	\$344,138 46	125,945 d	\$2.73
	386	290,582 98	1,128,639 h	0.257
Blacksmiths and helpers.....	105	75,390 60	30,577 d	2.47
	142	105,061 88	427,615 h	0.246
Machinists and helpers.....	615	456,221 28	189,972 d	2.40
	214	152,588 63	617,058 h	0.247
Electrical helpers (i. e., in shop).....	534‡	407,527 52	168,633 d	2.42
	120	90,422 99	296,172 h	0.305
Tinners, painters, brass molders, masons and plumbers.....	200	150,853 59	59,443 d	2.54
	341	234,480 65	968,574 h	0.242
Shop employees not elsewhere specified...	831	608,587 56	225,414 d	2.70
	806	582,428 79	2,491,327 h	0.234
Total — shops.....	2,689‡	\$2,042,719 01	799,984 d	\$2.55
	2,009	1,455,565 92	5,929,385 h	0.245
Unclassified payroll items ⁴	1	\$1,599 96	12 m	\$133.33
	182	141,630 68	56,438 d	2.51
Grand total ⁵	2,445	\$3,504,965 42	28,963 m	\$121.02
	20,856‡	16,531,792 90	6,796,766 d	2.43
	16,803	13,358,603 45	53,575,547 h	0.249

Classified Full-time Earnings

The distribution of wages by size classes for various occupational groups is shown in Table 68. The changes in the characteristics of such distribution are naturally negligible from year to year. Indeed its conformation for any considerable aggregation of employees in a fairly homogeneous class is doubtless regular enough to be susceptible of formulation as a “statistical law,” with an implied resemblance to natural law. But such conformation would doubtless need to be expressed in terms of relative dis-

¹ This table includes almost all the street-railway employees of the city. The following relatively small companies do not return adequate data: Ocean Electric, New York & North Shore, Manhattan & Queens, Manhattan Bridge 3-Cent Line, Bush Terminal, Van Brunt Street, Marine, and the Richmond roads. Table XII, B, gives data for the more important companies or systems separately.
m = months; d = days; h = hours.
² Includes 463 employees of the Interborough who were returned as “messengers and others”; aggregate compensation during year, \$595,014.69; total time worked, 5,217 m.
³ See footnote 2.
⁴ Does not include an inconsiderable fragmentary item for the Second Avenue and the insufficient returns of the Brooklyn Rapid Transit, which latter are as follows:

	Average number	Total time worked	Total compensation	Average compensa- tion per time unit
Elevated.....	N. R.	121,486 h	\$28,571 07	\$0.24
Surface.....	N. R.	71,446 h	23,011 14	0.25
General.....	154	N. R.	112,031 57	—

⁵ See footnote 4.

tribution about a mean instead of by way of the absolute size classes of statistical schedules.

The general-office class has the most even distribution of numbers from class to class, or the greatest variation in compensation. The second and third places in this respect are held by the stable and the miscellaneous employees, this position of the latter group naturally resulting from its residual character. A homogeneous occupation should show comparatively small relative deviation from the average. Indeed such a condition would be a proper test of its homogeneity.

The changes in the absolute range of the size classes make it difficult sometimes to determine the modal wage for the various occupational classes or groups. In the general-office group in particular, there is a difficulty on this account, since the highest class without upper limit of range shows the largest number, and the selection of the \$12-to-\$13.50 class as modal involves skipping two more classes with larger numbers but broader range. For the specific occupations in the general office class there is no such difficulty. The engineering, mechanical, power and transportation groups appear to show modes in the \$15-but-under-\$17.50 class. But in the case of the engineering group the numbers in the next lower classes taken in connection with their smaller range indicate that the inference may not be correct for that group. For the total, both including and excluding office staff, the mode is clearly in the group, \$15-but-under-\$17.50, as it was in 1915, although it is evident that some in that size class have been raised to the next higher.

Table 28. Graded full-time weekly earnings at the close of the year, for companies reporting, by occupations, 1916

Occupation	NUMBER EARNING —								Total full-time employees	Total compensation	Average compensation for week
	Less than \$7	\$7 but under \$10	\$10 but under \$12	\$12 but under \$13.50	\$13.50 but under \$15	\$15 but under \$17.50	\$17.50 but under \$20	\$20 but under \$25	\$25 and above		
Managers, etc. ¹	1	1	2	5	4	12	19	143	185	\$10,682.45	\$57.49
General-office clerks — men.....	28	29	41	118	121	106	157	687	687	12,404.14	18.08
General-office clerks — women.....	64	50	36	12	18	10	9	205	205	2,193.27	10.70
All other general-office employees ¹	51	37	41	49	48	23	5	384	384	4,666.18	12.15
Total — general-office.....	144	115	93	180	188	150	190	217	1,462	\$29,956.04	\$20.49
Road and trackmen.....	3	19	368	482	653	288	288	130	2,445	\$36,595.88	\$14.97
Electric linemen.....	.....	2	6	85	161	104	180	35	570	10,288.53	18.05
Other maintenance-of-way-and-structures employees.....	5	13	38	238	393	304	194	77	1,406	24,237.29	17.23
Total — engineering.....	7	34	402	785	1,209	697	454	149	4,421	\$71,111.20	\$16.08
Machinists.....	10	11	40	100	199	121	112	14	682	\$11,325.40	\$16.45
Carpenters.....	3	3	20	147	294	120	98	8	727	12,041.02	16.56
Blacksmiths.....	.....	4	20	12	50	23	13	1	188	2,884.99	15.24
Painters.....	3	9	21	61	103	24	66	6	344	5,019.09	14.59
Other shop employees.....	9	19	135	245	395	231	170	50	1,638	25,705.87	15.74
Total — mechanical.....	25	46	296	565	1,050	529	459	78	3,575	\$58,965.87	\$16.91
labor, and repairmen)	.....	.....	4	94	98	169	37	8	427	\$7,227.73	\$16.93
.....	.....	.....	1	23	82	20	88	30	206	3,991.67	19.10
.....	.....	4	7	37	111	90	100	27	407	7,420.61	18.23
.....	.....	9	31	133	180	102	74	24	554	9,179.43	16.57
Total — power.....	.....	13	43	286	421	300	249	83	1,597	\$27,819.49	\$17.42
.....	.....	.....	1	2	52	213	572	93	935	\$20,136.47	\$21.54
.....	.....	21	28	180	1,366	1,820	1,650	561	5,629	111,196.54	19.75
.....	.....	13	47	329	1,752	1,631	723	8	4,509	79,784.73	17.73
.....	.....	.....	3	54	249	263	176	5	758	13,810.05	18.27
.....	.....	.....	.....	22	30	1	.....	.....	53	537.46	16.80
.....	.....	.....	392	1,017	1,100	808	159	1	3,031	47,115.30	15.54

Table 68. Graded full-time weekly earnings at the close of the year, for companies reporting, by occupations, 1916 — Concluded

OCCUPATION	NUMBER EARNING —								Total full-time employees	Total compensation	Average compensation for week
	Less than \$7	\$7 but under \$10	\$10 but under \$12	\$12 but under \$13.50	\$13.50 but under \$15	\$15 but under \$17.50	\$17.50 but under \$20	\$20 but under \$25	\$25 and above		
Other trainmen.....	.....	.....	20	40	22	71	30	15	2	200	\$3,097 33
Other car-service employees.....	.....	5	49	73	38	100	229	167	42	703	12,859 61
Ticket agents — men.....	.....	20	40	70	203	237	303	32	1	906	14,280 89
Ticket agents — women.....	.....	154	165	62	21	10	1	.....	.....	413	4,453 35
Gatemen, platform men and other station employees.....	7	14	397	403	418	152	89	12	.....	1,492	20,051 55
Car cleaners and other car-house employees.....	13	75	353	284	292	338	150	86	19	1,610	22,909 74
Other transportation employees.....	4	17	13	23	21	47	83	24	11	243	4,071 68
Total — transportation.....	24	298	1,143	1,427	2,622	5,504	5,097	3,616	740	20,471	\$354,607 72
Stable, garage and trucking employees.....	.....	1	19	33	16	32	13	6	2	122	\$1,834 89
Miscellaneous occupations.....	5	25	16	10	21	15	23	7	2	124	\$1,704 21
Total, excluding general-office staff.....	61	417	1,918	2,794	4,295	8,231	6,749	4,791	1,054	30,310	\$513,943 38
Total, including general-office staff.....	205	532	2,011	2,979	4,475	8,419	6,899	4,981	1,271	31,772	\$43,899 42
											\$17 32
											\$15 04
											\$13 74
											\$16 96
											17 12
PER CENT DISTRIBUTION											
General-office.....	9.85	7.87	6.36	12.65	12.31	12.86	10.26	13.00	14.84	107.00	.....
Engineering.....	0.16	0.77	9.09	15.47	17.76	27.35	15.76	10.27	3.37	107.00	.....
Mechanical.....	0.70	1.29	8.25	14.82	15.80	29.37	14.80	12.84	2.13	107.00	.....
Power.....	.....	0.82	2.69	6.89	17.91	26.36	24.42	15.59	5.32	107.00	.....
Transportation.....	0.12	1.46	5.59	6.97	12.81	26.89	24.90	17.66	3.61	100.00	.....
Stable and miscellaneous.....	2.03	10.57	14.23	17.43	15.04	19.11	14.63	5.28	1.61	100.00	.....
Total, excluding general-office staff.....	0.20	1.37	6.33	9.22	14.17	27.15	22.27	15.81	3.48	100.00	.....
Total, including general-office staff.....	0.65	1.67	6.33	9.38	14.08	26.50	21.71	15.68	4.00	100.00	.....

¹ Includes superintendents, lawyers, doctors and claim agents.

² Includes janitors, messengers, telephone operators (women), etc.

PART II — GENERAL TABLES

COMMON CARRIERS OTHER THAN STREET RAILWAYS:

- A. 1-2 Operating steam railroads.
- B. Lessor steam railroads.
- C. 1-2 Suburban traffic on the Long Island Railroad.
- D. Omnibus and baggage-transfer companies.
- E. Pennsylvania Railroad, passengers at Terminal.

STREET RAILWAYS:

- I. Street-railway track mileage.
- II. A-B Rolling stock.
- III. Power-plant equipment.
- IV. A-B Electric power.
- V. Traffic statistics: Car movement.
- VI. Traffic statistics: Passenger movement.
- VII. A-H Traffic statistics: By months.
- VIII. Traffic statistics: By routes.
- IX. A-D Traffic statistics: Subway and elevated station records.
- X. A-D Casualties.
- XI. A-D Claims.
- XII. A-F Employees and wages.
- XIII. Street-railway operating revenues.
- XIV. A-C Street-railway operating expenses.
- XV. A-F Operating revenue and expense ratios.
- XVI. A-B Income (and surplus) statements.
- XVII. A-B Condensed balance sheets.
- XVIII. A-B Growth of fixed capital.
- XIX. A-F Securities.
- XX. Voting powers and votes cast.
- XXI. A-C Intercompany holdings.

COMMON CARRIERS OTHER THAN STREET RAILWAYS 1

TABLE A. OPERATING STEAM RAILROADS IN THE FIRST DISTRICT, 1910: (1) Physical and other Statistics

	Staten Island Railway	Staten Island Rapid Transit Railway	BROOKLYN EASTERN	ot ng d	New York Dock Railway	Total
TRACK MILEAGE						
Miles of line.....	12.65	10.89		.11	1.35	26.50
Miles of running track.....	24.42	25.63		.11	2.35	54.00
Miles of all track.....	27.80	68.99		.11	0.75	116.69
Increase during year.....	0.16	1.97		...	D 1.12	3.01
ROLLING STOCK						
Passenger cars.....	45	46	...	...	...	91
Other cars in passenger service.....	7	...	...	...	...	2
Freight-service cars.....	1	1	...	...	...	2
Company-service cars.....	...	11	...	...	...	12
Locomotives.....	10	17	10	2	7	46
CAR MOVEMENT (MILES)						
Passenger.....	1,969,901	1,242,320	...	...	...	3,212,421
Other passenger-train cars.....	12,310	...	...	...	...	12,310
Freight ".....	145,313	71,816	N. R.	N. R.	N. R.	216,129
Company service.....	8,519	59,380	...	...	...	67,899
Locomotive miles.....	201,526	558,573	N. R.	7,651	133,000	990,840
PASSENGER AND FREIGHT MOVEMENT						
Passengers.....	2,603,603	4,399,374	...	...	...	7,563,066
Freight.....	212,571	401,193	...	...	...	619,764
Freight ".....	20,371,647	24,340,077	...	...	...	53,717,724
Ton-miles of revenue freight.....	129,023	645,359	N. R.	N. R.	N. R.	935,871
Ton-miles of revenue freight.....	1,320,216	4,035,675	N. R.	N. R.	N. R.	5,365,891
ACCIDENTS						
Total number killed.....	8	7	1	(1)	1	11
Passengers.....	2	2	1	(1)	1	6
Employees.....	...	5	...	(1)	...	6
Others.....	18	39	113	(1)	5	231
Total number injured.....	13	31	111	(1)	5	173
Passengers.....	4	40	111	(1)	...	173
Employees.....	1	11	2	(1)	...	14
Others.....	(1)	1,406	10	18	944	2,469
EMPLOYEES AND WAGES						
Number of officers and employees.....	(1)	1,406	10	18	944	2,469

TABLE A. Operating steam railroads in the First District, 1916: (2) Financial data

Items	Staten Island Railway	Staten Island Rapid Transit Railway	BROOKLYN EASTERN DISTRICT TERMINAL		Jay Street Connecting Railroad	New York Dock Railway	Total
			Merging company (month of June)	East River Terminal R. R. (11 months) ¹			
INCOME ACCOUNT							
Operating revenues:							
Passenger.....	\$277,022 28	\$314,643 86	\$99,573 57	.....	.....	\$401,813 87	\$591,666 14
Freight.....	33,882 47	574,020 16	.....	\$12,219 97	\$37,073 57	474 00	1,109,290 07
Switching.....	.....	.....	.....	.....	.....	.....	49,767 54
Ferry.....	71,437 30	.....	382 01	.....	.....	.....	71,819 31
Other transportation.....	5,125 96	3,244 66	.....	.....	.....	709 00	9,079 62
Other operating.....	12,893 39	4351,830 59	6,744 08	.....	.....	15,271 51	386,739 57
Total.....	\$400,361 40	\$1,243,739 27	\$106,699 66	\$12,219 97	\$37,073 57	\$418,263 38	\$2,218,362 25
Operating expenses:							
Maintenance of way and structures.....	\$33,007 08	\$128,620 09	\$7,749 49	\$1,084 60	\$633 57	\$23,036 07	\$194,130 90
Maintenance of equipment.....	59,349 54	79,907 30	6,873 39	740 08	4,708 83	77,029 22	228,608 36
Traffic.....	4,817 49	8,920 51	347 78	.....	.....	721 10	14,806 88
Transportation.....	208,057 38	499,500 30	38,146 97	7,364 37	18,785 91	273,602 76	1,045,457 68
General and miscellaneous.....	12,685 55	29,119 12	4,082 17	3 00	3,340 75	13,832 78	63,063 37
Total.....	\$317,917 04	\$746,067 32	\$57,199 80	\$9,192 05	\$27,469 06	\$388,221 92	\$1,546,067 19
Taxes (railroad operations).....							
Uncollectible railway revenues.....	\$17,000 00	\$62,500 00	\$4,598 44	\$1,946 25	\$1,995 15	\$827 65	\$88,867 49
Total revenue deductions.....							
Operating income.....	\$334,917 04	\$808,574 23	\$61,798 24	\$11,138 30	\$29,464 21	\$389,408 23	\$1,635,300 25
Other income.....	\$65,444 36	\$435,165 04	\$44,901 42	\$1,081 67	\$7,609 36	\$28,860 15	\$583,062 00
	1,668 64	28,531 46	462 83	293 33	540 00	16,536 78	48,033 04
Gross income.....	\$67,113 00	\$463,696 50	\$45,364 25	\$1,375 00	\$8,149 36	\$45,396 93	\$631,095 04
Deductions from gross income:							
Interest.....	\$29,289 89	\$154,026 19	.....	.....	.....	\$14 79	\$183,330 87
Rent.....	13,318 92	99,490 72	\$45,986 98	\$1,375 00	\$700 00	14,819 32	175,690 94
Total.....	\$42,608 81	\$253,516 91	\$45,986 98	\$1,375 00	\$700 00	\$14,834 11	\$359,021 81
Net corporate income.....	\$24,504 19	\$210,179 59	D \$622 73	.....	\$7,449 36	\$30,562 82	\$272,073 28
SURPLUS ACCOUNT							
Accumulated balance, June 30, 1915.....	D \$275,517 94	\$2,041,598 41	—	.....	\$59,105 54	D \$104,653 07	\$1,720,532 94
Dividends.....	.....	100,000 00	.....	.....	.....	.....	100,000 00
Net adjustments.....	Dr 206 78	Dr 206 08	• Cr \$1,372 57	.....	.....	Cr 5,582 74	Cr 6,642 45
Accumulated balance, June 30, 1916.....	D \$251,220 53	\$2,161,571 92	749 84	.....	\$66,554 90	D 68,507 51	1,899,148 62

ded from the Staten Island Rapid	surplus."
	" Includes
	" Includes
	" Includes
	as of May 31
(eleven months) and Brooklyn	"Of this
District Terminal (one month) only.	of 1915 Rep
an reports filed with the Accident	successor to

TABLE B. LESSOR STEAM RAILROADS IN THE FIRST DISTRICT, 1916

ITEM:	LONG ISLAND RAILROAD COMPANY, LESSEE				PENNSYLVANIA RAILROAD LESSEE	Total
	Nassau Electric (Atlantic avenue, east of Flatbush avenue)	New York & Rockaway Beach	New York, Brooklyn & Manhattan Beach	Glendale & East River	Pennsylvania Tunnel & Terminal	
MILEAGE						
Miles of road or first track	9.61	12.37	15.66	0.37	12.72	50.73
INCOME ACCOUNT						
Non-operating revenue:						
Income from lease of road	\$60,000 00	\$408,369 62	\$118,800 00	\$1 00		\$527,170 62
Miscellaneous rents		13,967 77				13,967 77
Interest		3,113 00			\$2,531 83	5,644 83
Gross income		\$425,450 89	\$118,800 00	\$1 00	\$2,531 83	\$546,783 22
Deductions from gross income:						
Interest		\$98,385 77	\$86,300 00		\$1,350 00	\$186,035 77
Rent		\$14,996 53				314,996 53
Other		125 00				125 00
Total		\$413,507 30	\$86,300 00		\$1,350 00	\$501,157 30
Net corporate income		\$11,943 09	\$32,500 00	\$1 00	\$1,181 83	\$45,625 92
SURPLUS ACCOUNT						
Accumulated balance, June 30, 1915		\$246,805 95	D \$518,969 51	\$37 00	D \$5,291,416 39	D \$5,558,542 95
Dividends		50,000 00	\$2,500 00			82,500 00
Net adjustments		Dr 94,411 28	Cr 37,244 15		Cr 116,154 86	Cr 57,987 73
Accumulated balance, June 30, 1916		\$114,337 76	D 476,725 36	\$8 00	D 5,176,070 70	D 5,537,429 30
BALANCE SHEET						
Assets side:						
Fixed capital		\$3,001,839 16	\$2,273,287 44	\$176,576 39	\$107,244,214 09	\$112,695,937 08
Accrued depreciation		Cr 106,083 22				Cr 106,083 22
Fixed capital — net		\$,895,755 94	\$,873,287 44	176,676 39	107,244,214 09	112,695,937 08
Other investments			92,078 30		2,163,192 03	2,258,265 23
Current assets		122,727 55	\$6,150 00	\$8 00	1,489 71	159,455 26
Unadjusted debits		101,134 27		7,460 00		108,594 27
Total		\$3,119,637 76	\$2,400,510 74	\$184,124 39	\$109,411,895 83	\$115,116,168 72

Liabilities side:						
Funded debt.....	—	\$1,964,000 00	\$1,726,000 00	.....	\$83,003,410 02	\$3,690,000 00
Obligations for construction advances.....	—	.....	.....	.....	.....	\$3,003,410 02
Current liabilities.....	—	41,300 00	151,236 10	.....	6,583,565 51	6,952,728 00
Capital stock.....	—	1,000,000 00	1,000,000 00	.....	25,000,000 00	27,007,460 00
Total.....	—	\$3,005,300 00	\$3,877,236 10	.....	\$114,586,975 53	\$120,653,598 02
Surplus or deficit.....	—	\$114,837 76	D 476,726 86	\$184,066 39	D 5,175,079 70	D 5,537,429 80

¹ Figures shown here are taken from the annual reports of the lessor companies to the Public Service Commission. Corresponding figure in last year's table were taken from reports filed with the Franchise Bureau of the Commission by the lessee companies.

² Includes 1.16 miles of track from Cooper avenue junction to East New York heretofore erroneously considered by the company as belonging to the Long Island Railroad.

³ Includes 7.73 miles of road outside of New York City.

⁴ The Nassau Electric is an operating street railway in whose income statement (Table XVI, A) the \$80,000 is included; hence the item is bracketed here and not included in the total column.

⁵ Includes \$77,273.84, "additions to property through income and surplus," entered as a reserve in 1915 Report.

TABLE C. SUBURBAN (INCLUDING RAPID TRANSIT) TRAFFIC OF THE LONG ISLAND RAILROAD, 1916: (1) Commuters by stations, and total passengers by classes

Classes of Passengers and Stations	Six Months —					Year Ended —	
	January	April	July	October	January-June, 1916	June 30, 1916	December 31, 1916
TOTAL NUMBER OF PASSENGERS CARRIED (ALL STATIONS)							
Commuter 1.....	1,152,877	1,110,600	1,538,327	1,403,287	7,352,846	8,228,104	14,707,874
Local electric.....	728,167	770,353	596,556	737,240	4,461,619	4,102,327	8,381,082
Thereof sold at Flatbush avenue.....	256,468	272,188	201,965	256,016	1,550,276	1,422,707	2,892,050
All other.....	1,276,504	1,463,711	3,291,093	1,596,629	9,013,672	12,643,954	20,817,240
Total.....	3,157,548	3,344,664	5,445,976	3,737,156	20,828,137	24,974,585	45,802,722
PASSENGERS FROM AND TO NEW YORK CITY TERMINALS							
From Seventh avenue (Pennsylvania station).....	436,236	474,129	744,388	565,026	2,955,000	3,800,537	6,281,250
To Seventh avenue (Pennsylvania station).....	420,358	450,701	716,009	549,362	2,795,262	3,673,459	6,026,769
From Long Island City.....	41,005	45,638	56,220	44,620	263,725	279,043	602,442
To Long Island City.....	44,479	48,592	61,030	53,089	288,910	335,399	639,279
From Flatbush avenue 2.....	711,151	783,990	1,066,273	762,668	4,696,110	5,291,129	9,460,443
To Flatbush avenue 2.....	683,263	753,247	1,024,460	753,570	4,511,957	5,167,148	9,083,578
Total.....	2,336,492	2,556,297	3,668,380	2,728,335	15,510,974	18,546,715	32,093,761

COMMUTERS 3 WITHIN NEW YORK CITY LIMITS							
Main line:							
Woodside 4.....	42	45	36	42	257	224	481
Forest Hills.....	337	337	322	378	2,044	2,121	4,165
Kew Gardens.....	294	290	231	294	1,738	1,699	3,367
Jamaica 5.....	743	733	620	736	4,442	4,314	8,015
Hillside.....	79	92	85	105	511	596	8,756
Hollis.....	329	322	288	344	1,972	1,929	1,107
Grand street.....	1	.....	.....	.....	2	5	3,901
Queens.....	223	238	212	253	1,390	1,461	7
Bellaire.....	13	12	21	24	82	121	2,851
Westbridge.....	.....	.....	.....	.....	.....	6	203
Montauk division:							
Bushwick Junction.....	.....	.....	.....	.....	1	.....	1
Glendale.....	1	.....	.....	.....	1	7	8
Richmond Hill.....	109	100	77	92	606	510	1,116
St. Albans.....	69	68	80	82	426	454	880
Springfield.....	102	116	99	124	639	697	1,336
Rosedale 6.....	76	67	73	82	444	484	928
Old Southern division:							
Cedar Manor.....	89	101	118	111	591	653	1,244
Locust avenue.....	33	34	27	29	193	183	376
Higbie avenue (Springfield).....	30	31	27	40	181	200	381
Laurelton.....	50	45	45	47	286	268	554

Atlantic division:	2	1	1	1	1	1	7	6	13	13
East New York
Warwick street
Railroad avenue
Union Course
Woodhaven
Woodhaven Junction
Clarencerville
Morris Park
Dunton
Rockaway division:
Brooklyn Manor
Ozone Park
Aqueduct
Ramblersville (Howard Beach)
Goose Creek
The Raunt
Broed Channel
Rockaway Beach
Far Rockaway division:
Arverne
Edgemere
Far Rockaway
North Side division:
Winfield
Elmhurst
Corona
Flushing
Murray Hill
Broadway
Auburndale
Bayside
Douglaston
Little Neck
Whitestone branch:
College Point
Malba
Whitestone
Whitestone Landing
Manhattan Beach division:
Manhattan Beach Junction (Ocean ave.)
Manhattan Beach
Vanderveer Park
Kings Highway
Total L. I. commuters within New York City limits	8,588	9,097	16,264	10,117	57,877	76,750	122,751	134,627	254,803	254,803
Total commuters on Long Island Railroad	16,612	17,984	29,000	20,520	111,501	143,302	236,484	254,803	254,803	254,803

¹ Estimated on basis of number of commutation tickets sold during the month specified. The regular commuter ticket covers 60 trips; half-month tickets, good for 30 trips during the current month, are sold to persons purchasing commutation for the following month. ² Division of total between "from" and "to" is estimated; total is partly estimated. ³ Measured by number of outstanding commutation tickets which were valid within the month specified. ⁴ Station is also on North Side division. ⁵ Station is also on Montauk, Old Southern and Atlantic divisions. ⁶ Station is also on Old Southern division. ⁷ Station is also on Manhattan Beach division. ⁸ Station is also on Rockaway division. ⁹ Includes data for station on Whitestone branch.

TABLE C. Suburban (including rapid-transit) traffic of the Long Island Railroad, 1916: (2) Passenger-car mileage

CLASS OF SERVICE	SIX MONTHS —					YEAR ENDED —	
	January- June, 1916	July-Decem- ber, 1916	October	July	April	June 30, 1916	December 31, 1916
REGULAR PASSENGER SERVICE IN PASSENGER TRAINS							
Steam trains: ¹							
Ordinary passenger cars.....	606,985	976,579	764,744	976,579	605,052	3,837,814	8,470,749
Parlor cars.....	29,752	107,986	71,088	107,986	30,260	249,846	661,137
Other ² cars.....	152,538	230,207	206,706	230,207	143,775	972,047	2,087,206
Motor (3d rail) trains: ³							
Ordinary passenger cars, motor.....	755,834	1,442,189	889,062	1,442,189	751,069	4,872,540	10,981,793
Ordinary passenger cars, trailer.....	1,548	114,276	38,995	114,276	2,516	83,803	352,237
Parlor cars, trailer.....	22	11	.....	11	11	38	66
Other ² cars, motor.....	20,102	20,460	19,459	20,460	19,144	123,921	300,459
Other ² cars, trailer.....	15,638	22,691	15,210	22,691	16,238	107,434	216,017
Trolley.....	1,084	1,138	1,112	1,138	1,048	6,470	13,096
Local electric.....	211,864	216,018	221,013	216,018	209,216	1,283,228	2,545,081
Total { Passenger cars ⁴	1,607,089	2,858,197	1,986,014	2,858,197	1,599,762	10,333,794	23,023,159
Other ² cars.....	188,268	273,358	241,375	273,358	179,157	1,203,402	2,603,682
REGULAR PASSENGER SERVICE IN MIXED TRAINS (ALL STEAM) ¹							
Ordinary passenger cars.....	1,730	884	1,456	884	1,700	9,588	19,508
Parlor cars.....	.....	.....	168	.....	48	72	324
Other ² cars.....	24	494	216	494	24	600	2,625
Total { Passenger cars ⁴	1,780	884	1,624	884	1,748	9,660	19,832
Other ² cars.....	24	494	216	494	24	600	2,625
Total regular passenger service { Passenger cars ⁴	1,608,809	2,859,081	1,987,638	2,859,081	1,601,510	10,343,454	23,042,991
Other ² cars.....	188,292	273,852	241,591	273,852	179,181	1,204,002	2,606,307
PASSENGER SERVICE IN SPECIAL TRAINS							
Steam trains: ¹							
Ordinary passenger cars.....	210	325	338	325	244	1,772	4,370
Parlor cars.....	85	72	363	72	282	696	8,765
Other ² cars.....	.....	8	15	8	.....	.....	.....

Motor (3d rail) trains:	75	75	75	75	171	600	757	1,250	1,357
Ordinary passenger cars, motor.....	.....	.....	.....	.....	.....	.....	84	.....	84
Parlor cars, trailer.....	.....	.....	.....	.....	.....	.....	2,565	.....	5,035
Other 3 cars, motor.....	475	475	475	475	475	2,470		4,940	
Total, special passenger service { Passenger cars 1.	320	601	472	472	872	3,068	5,398	9,385	8,466
Other 3 cars.....	475	475	483	483	490	2,470	2,638	4,940	5,108
Grand total, regular and special { Passenger cars 1.	1,609,189	1,602,111	2,859,553	2,859,553	1,988,510	10,346,522	13,511,422	23,052,376	23,857,944
Other 3 cars.....	188,767	179,656	274,335	274,335	242,081	1,206,472	1,463,888	2,611,247	2,670,360

1 Trains drawn by locomotives, either steam or electric.
2 Without provision for passengers; incorrectly described in footnote accompanying tables in previous years.
3 Exclusive of local electric service.
4 Includes parlor cars.
5 Includes 86 miles run by ordinary passenger cars (trailer).

TABLE D. OMNIBUS AND BAGGAGE-TRANSFER COMPANIES IN THE FIRST DISTRICT, 1916

Item 1	BAGGAGE-TRANSFER COMPANIES			Grand total
	Fifth Avenue Coach Company	New York Transfer Company	Westcott Express Company		Total
INCOME ACCOUNT				
Operating revenues:				
Passenger.....	\$1,622,304 20	.....	\$241,935 81	\$241,935 81
Freight.....	.....	\$12,901 88	.....	12,901 88
Other transportation.....	416,281 06	\$367,262 48	\$500,589 07	867,851 55
Other operating.....	31,140 32	9,568 06	56,916 89	66,484 95
Total.....	\$1,669,726 18	\$389,732 42	\$799,441 77	\$1,189,174 19
Operating expenses:				
Maintenance of structures.....	\$2,263 31	\$2,005 86	.....	\$2,005 86
Maintenance of equipment.....	320,297 25	55,933 63	\$155,965 74	211,919 37
Operation of vehicles.....	598,896 03	118,063 20	447,776 52	565,838 72
Injuries to persons and property.....	52,678 48	8,031 25	2,237 64	10,268 89
Traffic.....	22,914 54	140,457 38	.....	140,457 38
General and miscellaneous.....	67,640 75	35,822 75	135,280 86	171,103 61
Total.....	\$1,064,690 36	\$360,314 07	\$741,279 76	\$1,101,593 83
Taxes.....	105,266 55	5,253 56	5,779 42	11,032 98
Total revenue deductions.....	\$1,169,956 91	\$365,567 63	\$747,059 18	\$1,112,626 81
Operating income.....	\$499,769 27	\$24,164 79	\$52,382 59	\$76,547 38
Other income.....	23,167 96	10,315 08	5,339 68	15,654 76
Gross income.....	\$522,937 23	\$34,479 87	\$57,722 27	\$92,202 14
Deductions from gross income:				
Interest.....	\$29,940 57	.....	.....	.....
Rent.....	50,000 00	.....	.....	.....
Total.....	\$79,940 57	.....	.....	.....
Net corporate income.....	\$442,996 66	\$34,479 87	\$57,722 27	\$92,202 14

SURPLUS ACCOUNT					
Accumulated balance, June 30, 1915.....	\$251,965 28	\$69,083 01	D \$101,878 70	D \$102,186 09	\$140,789 19
Dividends	Cr 11,132 57	36,030 00		36,030 00	36,000 00
Net adjustments.....	706,094 51	Dr 743 73	Cr 3,362 50	Cr 2,618 75	Cr 13,751 33
Accumulated balance, June 30, 1916.....		57,418 73	D 100,793 93	D 43,875 30	682,719 31
BALANCE SHEET					
Assets side:					
Fixed capital, gross.....	\$379,767 80	\$322,395 06	\$583,952 83	\$305,347 83	\$1,785,115 38
Accrued amortization.....	Cr 443,832 00		Cr 275,704 73	Cr 275,704 73	Cr 718,676 73
Fixed capital — net.....	436,885 50	362,395 06	307,158 10	682,653 15	1,066,438 65
Other investments.....	300,302 03	200,941 51	256,806 40	457,747 91	738,040 94
Floating capital.....	249,410 95	48,337 83	46,806 88	94,944 51	844,355 46
Miscellaneous temporary debits.....	156,714 13	20,376 86	5,006 23	25,963 09	182,667 22
Total.....	\$1,143,312 01	\$592,051 06	\$616,177 01	\$1,208,228 06	\$2,351,541 27
Liabilities side:					
Current and accrued liabilities.....	\$146,063 81	\$254,632 82	\$308,971 54	\$121,603 96	\$287,657 67
Reserves.....	241,184 29				241,164 29
Capital stock.....	50,000 00	480,000 00	650,000 00	1,180,000 00	1,180,000 00
Total.....	\$437,218 10	\$534,632 82	\$716,971 54	\$1,251,603 96	\$1,688,821 96
Surplus or deficit.....	706,094 51	57,418 73	D 100,793 93	D 43,875 30	682,719 31

1 In this table, entries under items do not always represent precisely what is prescribed under the uniform accounting systems in force for the various other classes of

revenue and \$66,074.69 transfer coupons.

and damages include in addition \$15,858.47 drawn from the reserve.
credits.
credits.

TABLE E. PENNSYLVANIA RAILROAD PASSENGERS IN AND OUT OF PENNSYLVANIA

	Arrivals	Departures	Total
November 27 to December 31, 1910.....	157,505	149,059	306,564
January 1 to June 30, 1911.....	871,378	828,189	1,699,567
Fiscal year ending June 30, 1911.....	1,028,883	977,248	2,006,131
July 1 to December 31, 1911.....	950,815	991,186	1,942,001
Calendar year ending December 31, 1911.....	1,822,193	1,819,375	3,641,568
January 1 to June 30, 1912.....	933,420	938,899	1,872,319
Fiscal year ending June 30, 1912.....	1,884,235	1,930,085	3,814,320
July 1 to December 31, 1912.....	1,083,817	1,106,609	2,140,426
Calendar year ending December 31, 1912.....	1,967,237	2,045,508	4,012,745
January 1 to June 30, 1913.....	1,020,136	1,054,883	2,075,019
Fiscal year ending June 30, 1913.....	2,053,953	2,161,492	4,215,445
July 1 to December 31, 1913.....	1,088,274	1,208,453	2,296,727
Calendar year ending December 31, 1913.....	2,108,410	2,263,336	4,371,746
January 1 to June 30, 1914.....	1,042,899	1,066,093	2,108,992
Fiscal year ending June 30, 1914.....	2,181,173	2,274,546	4,405,719
<hr/>			
July, 1914.....	187,985	190,110	378,095
August.....	189,030	212,555	401,585
September.....	188,316	221,873	405,189
October.....	175,458	192,706	368,164
November.....	168,840	181,575	350,415
December.....	151,966	168,448	320,414
<hr/>			
Total — six months.....	1,056,595	1,167,267	2,223,862
<hr/>			
Calendar year ending December 31, 1914.....	2,099,494	2,233,360	4,332,854
<hr/>			

COMMON CARRIERS OTHER THAN STREET RAILWAYS 189

VANIA TERMINAL (SEVENTH AVENUE), NOVEMBER 27, 1910, TO JUNE 30, 1916

	Arrivals	Departures	Total
January, 1915.....	148,291	108,464	316,755
February.....	138,214	154,924	293,138
March.....	147,584	162,223	309,807
April.....	169,186	170,777	339,963
May.....	171,052	182,049	353,101
June.....	172,425	177,368	349,793
Total — six months.....	946,752	1,015,805	1,962,557
Fiscal year ending June 30, 1915.....	2,003,347	2,183,072	4,186,419
July, 1915.....	174,853	184,675	359,528
August.....	186,239	190,624	385,863
September.....	182,518	217,337	399,855
October.....	179,153	193,745	372,898
November.....	180,003	195,768	375,771
December.....	168,651	187,666	356,317
Total — six months.....	1,071,417	1,178,815	2,250,232
Calendar year ending December 31, 1915.....	2,018,169	2,194,620	4,212,789
January, 1916.....	173,267	193,823	367,090
February.....	158,360	182,091	340,451
March.....	173,607	190,554	364,161
April.....	206,489	208,492	414,981
May.....	200,563	210,650	411,213
June.....	212,802	221,318	434,120
Total — six months.....	1,125,088	1,206,928	2,332,016
Fiscal year ending June 30, 1916.....	2,196,505	2,385,743	4,582,248

NOTE.—For certain data as to intercorporate relationships of companies included in Tables A to D, see General Table XXI, C, among the street railway tables following.

TABLE I. STREET-RAILWAY TRACK

OPERATING AND LESSOR STREET RAILWAYS (Lessor companies indented)	MILES OF ROAD OR FIRST TRACK			MILES OF MAIN TRACK		Total
	On streets or other public ways	On private right of way	Total	OTHER THAN FIRST		
				Second track	Third to fifth tracks	
Interborough Rapid Transit: City of New York:						
Contracts 1 and 2 { Underground.....	19.560		19.560	18.930	16.940	55.430
Elevated.....	6.160		6.160	6.160	5.240	17.560
Queensboro subway.....	1.610		1.610	1.190		2.800
Manhattan Railway, elevated.....	36.330	1.340	37.670	37.670	33.010	108.350
Total — Interborough operation.....	63.660	1.340	65.000	63.950	55.190	184.140
Hudson & Manhattan.....	3.437	4.432	7.869	7.882	0.765	16.516
Total — Interborough and H. & M.....	67.097	5.772	72.869	71.832	55.955	200.656
BROOKLYN RAPID TRANSIT						
New York Consolidated ²	27.064	18.782	45.846	45.818	10.118	101.782
City of New York { Brooklyn bridge.....	1.248		1.248	1.244		2.492
Williamsburg bridge.....	1.635		1.635	1.635		3.270
New York Municipal ³	2.096	1.279	3.375	3.372	14.844	21.591
City of New York { Centre st. subway.....	1.125		1.125	1.125	1.735	3.985
Manhattan bridge.....	1.262		1.262	1.262		2.524
Fourth ave. road.....	10.069		10.069	10.069	13.982	34.120
Total — N. Y. Consolidated operation.....	44.499	20.061	64.560	64.525	40.679	169.764
Brooklyn Heights ⁴	0.520	1.542	2.062	1.780		3.842
Brooklyn City.....	97.762	7.577	105.339	100.379		205.718
City of New York { Brooklyn bridge ⁵	0.836		0.836	0.831		1.667
Williamsburg bridge ⁶	1.501		1.501	1.492		2.993
Total — Brooklyn Heights operation.....	100.619	9.119	109.738	104.482		214.220
Brooklyn, Queens Co. & Sub. ^{7,8}	17.277	10.997	28.274	27.549		55.823
Coney Island & Brooklyn ⁴	21.137	1.249	22.386	21.696		44.082
De Kalb Avenue & North Beach.....	0.440		0.440	0.440		0.880
City of New York { Brooklyn bridge ⁵	0.223		0.223	0.222		0.445
Williamsburg bridge ⁶	0.286		0.286	0.284		0.570
Total — Coney Isl'd & Bklyn operation.....	22.086	1.249	23.335	22.642		45.977
Coney Island & Gravesend.....	3.950		3.950	3.188		7.138
Nassau Electric ^{7,9}	62.187	6.859	69.046	67.455	0.168	136.669
City of New York, Brooklyn bridge ⁵	0.335		0.335	0.332		0.667
Total — Nassau Electric operation.....	62.522	6.859	69.381	67.787	0.168	137.336
South Brooklyn ²		0.459	0.459	0.459		0.918
Prospect Park & Coney Island.....	0.337	5.634	5.971	5.971		11.942
New York & Coney Island.....		2.123	2.123	1.500		3.623
Prospect Park & South Brooklyn.....		1.455	1.455	1.455		2.910
Total — South Brooklyn operation.....	0.337	9.671	10.008	9.385		19.393
Total — Brooklyn Rapid Transit.....	251.290	57.956	309.246	299.558	40.847	649.651

NOTE.— The figures include both owned and leased road and track. Mileage operated under trackage rights, involving duplicate use of track, is not included with the mileage of the company exercising such rights. Mileage of lessor companies is tabulated as reported by lessee. "Leased track," for the purposes of this table, means track in full possession and use (or maintained and used subject to the grant of trackage rights to other companies) by an operating company other than the owner, regardless of the nature or term of the right of possession. "Owned track" means track in possession of the respondent without right of reversion in another street railway, and includes track held under franchise with right of reversion in the city. For total track operated over, including that used under trackage rights, by any company, see such company's abstract in Part III of this volume. City-owned track mileage on the East River bridges has been obtained from maps furnished by the City's Department of Plant & Structures, and apportioned among the companies interested. In the case of operating companies, discrepancies between this table and the abstracts are due to the attempt made here to account for the joint ownership of track.

¹ Increase or decrease due to remeasurement or reclassification is not included. Only track constructed and put into operation or track removed is entered in these columns.

² The New York Consolidated is entirely "elevated," i. e., operated over by trains, as regards mode of operation. Nearly all of the South Brooklyn road is also operated over by trains.

³ Consists of Myrtle Avenue connection, between Broadway (Brooklyn) and Myrtle Avenue lines; Fulton street, from Nostrand Avenue to Sackman street (third track only); Broadway, from

TABULATIONS FROM RETURNS OF STREET RAILWAYS 191

MILEAGE, JUNE 30, 1916

MILES OF RUNNING TRACK		Miles of track in car-houses, shops, etc.	Total miles of all tracks	MILES ADDED DURING YEAR		MILES OF TRACK CLASSED ACCORDING TO MOTIVE POWER			
Other than main (sidings and turnouts)	Total			New road ¹	New track ¹	Over-head contact	Third-rail contact	Under-ground contact	Other (specified in foot-notes)
3.140	76.130	9.160	62.970				62.970		
0.060	2.860		22.320				22.320		
5.920	114.270	15.370	2.860	0.140	0.280		2.860		
9.120	193.260	24.530	129.640		11.660		129.640		
0.332	16.848	1.920	217.790	0.140	11.940		217.790		
			18.768				18.768		
9.452	210.108	26.450	236.558	0.140	11.940		236.558		
4.525	106.307	9.891	116.198			10.559	105.639		
0.494	2.986	0.860	3.866				3.866		
	3.270		3.270				3.270		
	21.591	4.801	26.392	2.096	14.843		26.392		
	3.985		3.985				3.985		
	2.524		2.524				2.524		
	34.120		34.120	4.724	22.792		34.120		
5.019	174.783	15.572	190.355	6.820	37.635	10.559	179.796		
0.198	4.040		4.040			4.040			
3.926	209.644	18.787	228.431			228.431			
0.503	2.170		2.170			2.170			
0.389	3.382		3.382			3.382			
5.016	219.236	18.787	238.023			238.023			
1.217	57.040	2.006	59.046			59.046			
0.632	44.714	6.407	51.121			51.121			
	0.880		0.880			0.880			
0.134	0.579		0.579			0.579			
0.074	0.644		0.644			0.644			
0.840	46.817	6.407	53.224			53.224			
0.348	7.486		7.486			7.486			
1.264	137.933	6.815	144.748	.203	.406	144.748			
0.201	0.868		0.868			0.868			
1.466	138.801	6.815	145.616	.803	.406	145.616			
	0.918	3.301	4.219			4.219			
0.983	12.925	4.104	17.029			17.029			
0.408	4.031		4.031			4.031			
0.185	3.095	2.780	5.875			5.875			
1.576	20.969	10.185	31.154			31.154			
15.481	665.132	59.772	724.904	7.023	38.041	545.103	179.796		

Havenmeyer street to Ditmas street; Liberty avenue, from "City line" to Lefferts avenue; Lutheran line, from Myrtle avenue to Fresh Pond road; yard at 38th street, and the reconstructed Sea Beach line from the junction of the Fourth avenue road and Sea Beach line to 86th street (third to fifth tracks only).

¹ The Brooklyn Heights and the Coney Island & Brooklyn hold, under a joint title, 0.296 miles on Gold street, between Willoughby and Fulton streets. Of this track 0.143 miles are assigned to the Coney Island & Brooklyn and 0.153 to the Brooklyn Heights.

² The track on Brooklyn bridge used by surface lines is apportioned in accordance with the terms of the agreement between the city and the companies having rights thereon. The per cent of the Brooklyn Heights is 60; of the Nassau Electric, 24, and of the Coney Island & Brooklyn, 16.

³ The mileage of the south pair of surface tracks on Williamsburg bridge (used by the Brooklyn companies) is apportioned in accordance with the terms of the agreement with companies granted rights thereon by the city. The formal division assigns to the Brooklyn Heights 84 per cent and to the Coney Island & Brooklyn, 16 per cent. The bridge locals are operated on this pair of tracks.

⁴ By arrangement with the Brooklyn Heights, the Nassau Electric and the Brooklyn, Queens County & Suburban use the Williamsburg bridge tracks.

⁵ Respondent also owns 1.438 miles of road, 2.876 miles of track, on Ralph avenue, from Broadway to St. John's place, operated by the Nassau Electric under lease and entered in this table as mileage of the latter company.

TABLE I. Street-railway track mileage

OPERATING AND LESSOR STREET RAILWAYS (Lessor companies indented)	MILES OF ROAD OR FIRST TRACK			MILES OF MAIN TRACK		Total
	On streets or other public ways	On private right of way	Total	OTHER THAN FIRST		
				Second track	Third to fifth tracks	
MANHATTAN SURFACE						
New York Railways ¹	25.761		25.761	18.610		44.371
Bleecker Street & Fulton Ferry.....	3.303		3.303	1.755		5.058
Broadway & Seventh Avenue.....	5.235		5.235	4.863		10.098
Central Crostown.....	0.427		0.427	0.242		0.769
Christopher & 10th Street.....	3.040		3.040	1.057		4.097
Eighth Avenue.....	9.470		9.470	9.207		18.677
Fort George & Eleventh Avenue.....	0.840		0.840	0.840		1.680
42d Street & Grand Street Ferry.....	3.142		3.142	2.345		5.487
New York & Harlem.....	9.609		9.609	8.941		18.550
Ninth Avenue.....	10.087		10.087	6.107		16.194
Sixth Avenue.....	6.176		6.176	5.805		11.981
34th Street Crostown.....	0.824		0.824	0.825		1.649
23d Street.....	1.947		1.947	1.947		3.894
City of New York { Williamsburg bridge.....	1.525		1.525	1.500		3.025
{ Transverse road ¹⁰	0.652		0.652	0.653		1.305
Total — N. Y. Railways operation.....	82.038		82.038	64.997		147.035
Second Avenue, Receiver.....	12.214		12.214	11.592		23.806
Brooklyn & North River ¹²	0.563		0.563	0.523		1.086
City of New York, Manhattan bridge.....	1.280		1.280	1.280		2.560
Total — Bklyn & N. River operation.....	1.843		1.843	1.803		3.646
Third Avenue ¹³	12.987		12.987	12.937		25.924
Kingsbridge Railway ¹⁴	3.351		3.351	3.328		6.679
Total — Third Avenue operation.....	16.338		16.338	16.265		32.603
Dry Dock, E. B'way & B., Recr. ¹⁵	8.173		8.173	4.823		12.996
42d St., Manh. & St. N. Ave. ¹⁶	9.557		9.557	9.395		18.952
Third Avenue Bridge.....	.240		.240			.240
City of New York, Queensboro bridge ²⁰	0.242		0.242	.241		0.483
Total — 42d St.-Manh. operat'n.....	10.039		10.039	9.636		19.675
Belt Line ²¹	13.476		13.476	7.876		21.352
Mid-Crostown ²²	4.105		4.105	0.577		4.682
Total — Manhattan surface.....	148.226		148.226	117.569		265.795

¹ See note 1 to first double-page of this table.

² This company and its lessor companies hold certain track under a joint title. Only the proportionate share of each company is included in the entries for the particular company. For the New York Railways and lessors combined, the number of miles of track held under a joint title with one or more outside companies was 1.473, of which .504 are assigned to it.

³ Of the track included here, 1.666 miles are owned by other companies but exclusively used by respondent and therefore properly regarded as leased.

⁴ Storage-battery and horse traction are not separately reported. Approximate figures are available on the basis of the reported lengths of car routes, as follows: storage-battery 9.690 miles, (twice the length of the Spring and Delancey street and Roosevelt street ferry and Madison street main line routes); and horse 7.130 miles (mostly pertaining to the Avenue C route). The Madison street and Roosevelt street lines are also operated during part of the day by horse cars.

⁵ Horse traction.

⁶ Horse traction, 0.029 miles; not operated, 0.120.

⁷ Horse traction but not operated.

⁸ Not operated, 0.340 miles; the remainder, 0.042, apparently represents the track on Chambers street between Church street and West Broadway, which is operated partly by horse and partly by storage-battery cars.

⁹ Not operated, 0.657 miles; storage-battery (apparently), 1.455.

¹⁰ Extends from Eighth avenue and 85th street through Central park to Madison avenue and 85th street.

¹¹ Composed of 0.437 miles not operated, and 1.210 in car barns used by underground-contact cars, but without conductor rails.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 193

June 30, 1916 — Continued

MILES OF RUNNING TRACK		Miles of track in car-houses, shops, etc.	Total miles of all tracks	MILES ADDED DURING YEAR		MILES OF TRACK CLASSED ACCORDING TO MOTIVE POWER			
Other than main (sidings and turnouts)	Total			New road ¹	New track ¹	Over-head contact	Third-rail contact	Under-ground contact	Other (specified in foot-notes)
0.452	* 45.023	12.131	57.154	0.021	0.042			40.324	* 16.820
0.046	5.104		5.104					2.553	* 2.551
0.211	10.309	3.379	13.688					13.539	* 0.149
0.025	0.794		0.794					0.794	
0.051	4.148		4.148					4.014	* 0.134
0.146	18.823	0.761	19.584					19.202	* 0.382
0.013	1.693		1.693					1.693	
0.063	5.550	0.527	6.077					5.411	* 0.666
0.350	18.900		18.900					18.803	* 0.097
0.087	16.281		16.287					16.281	
0.157	12.138		12.138					10.026	* 2.112
0.012	1.661		1.661					1.467	* 0.194
0.038	3.932	0.692	4.624					4.517	* 0.107
0.149	3.174		3.174					3.174	
	1.305		1.305					1.305	
1.800	148.835	17.490	166.325	0.081	0.048			145.113	* 23.212
	23.806	2.917	26.723					25.076	* 1.647
	1.086		1.086					1.086	
	2.560		2.560					2.560	
	3.646		3.646					3.646	
0.908	26.832	6.782	33.614		D 0.029			42.950	* 0.315
0.471	7.150	2.501	9.651						
1.379	33.982	9.283	43.265		D 0.029			42.950	* 0.315
0.439	13.435	2.701	16.136		0.070			5.711	* 10.425
0.199	19.151	0.932	20.083	0.002	D 0.003			16.059	* 4.024
0.051	.291		.291					0.291	
	0.483		0.483	D .660	D 1.273			0.483	
0.250	19.926	0.932	20.857	D 0.658	D 1.281			16.833	* 4.024
0.651	22.003	2.187	24.190		0.036			4.579	* 19.611
0.209	4.951		4.951		0.063				* 4.951
4.788	270.583	35.510	306.093	D 0.637	D 1.099			241.908	64.185

¹² Of this track, 0.644 is owned by other companies but is exclusively used by respondent and therefore regarded as leased. The remaining 0.442 was discovered to be a duplication of Dry Dock track too late to be eliminated from the table.

¹³ Of 2.886 miles held under a joint title, 1.443 are assigned to this company.

¹⁴ Motive power not reported.

¹⁵ The stock of this company is owned by the Third Avenue, and its track is operated as an integral part of that road.

¹⁶ Of 2.534 miles held under a joint title, 1.858 are assigned to this company.

¹⁷ Storage-battery.

¹⁸ Of 3.410 miles held under a joint title, 1.705 are assigned to this company.

¹⁹ Of the track included here, 0.194 miles are owned by the New York Railways but exclusively used by respondent and therefore properly regarded as leased.

²⁰ Of the total city-owned track on the Queensboro bridge (2.559 miles), 0.213 miles are used exclusively by the New York & Queens, 0.137 by the Manhattan & Queens and 0.154 on behalf of the Third Avenue Bridge Company. The remaining 2.055 are apportioned among the three companies interested in the following somewhat arbitrary proportions: 64, 20 and 16 per cent. Each company has its own electric line (one conduit and two overhead), track lengths corresponding to which are as follows: New York & Queens, 2.282 miles; Manhattan & Queens, 2.066; and Third Avenue Bridge Company, 2.125.

²¹ Of 8.156 miles held under a joint title, 4.258 are assigned to this company.

²² Of the track included here, 0.268 miles are owned by the New York Railways (see note 19).

²³ Of 0.542 miles held under a joint title, 0.170 are assigned to this company.

²⁴ Of the track included here, 0.244 miles are owned by the New York Railways but exclusively used by respondent and therefore properly regarded as leased.

TABLE I. Street-railway track mileage

OPERATING AND LESSOR STREET RAILWAYS (Lessor companies indented)	MILES OF ROAD OR FIRST TRACK			MILES OF MAIN TRACK		Total
	On streets or other public ways	On private right of way	Total	OTHER THAN FIRST		
				Second track	Third to fifth tracks	
BRONX SURFACE						
N. Y. City Interborough ²	15.495		15.495	15.448		30.943
Pelham Park & City Island.....	2.890		2.890			2.890
Southern Boulevard ⁴	4.800		4.800	4.791		9.591
Union ⁵	47.465		47.465	47.125		94.590
N. Y. City Interborough.....	2.731		2.731	2.731		5.462
Bronx Traction.....	11.733		11.733	10.740		22.473
Yonkers.....	2.524		2.524	2.523		5.047
Total — Union operation.....	64.453		64.453	63.119		127.572
Westchester Electric.....	30.635	0.348	30.983	8.573		39.556
N. Y., Westch. & Conn. Traction.....	0.948		0.948	0.028		0.976
Total — Westchester Elect. operation..	31.583	0.348	31.931	8.601		40.532
Total — Bronx surface.....	119.221	0.348	119.569	91.959		211.528
QUEENS SURFACE (EXCL. B. R. T.)						
New York & Queens County.....	31.200	5.620	36.820	31.950		68.770
City of New York, Queensboro bridge ⁶	0.764		0.764	0.764		1.528
Total — N. Y. & Queens Co. operation.....	31.964	5.620	37.584	32.714		70.298
Long Island Electric.....	13.280	3.020	16.300	8.010		24.310
New York & Long Island.....	28.590	7.700	36.290			36.290
Ocean Electric.....	4.686	0.152	4.838	3.137		7.975
Rockaway Electric.....	0.165	0.014	0.179	0.178		0.357
Total — Ocean Electric operation.....	4.851	0.166	5.017	3.315		8.332
New York & North Shore.....	26.030	3.390	29.420	7.750		37.170
Manhattan & Queens.....	8.820		8.820	8.610		17.430
City of New York, Queensboro bridge ⁶	0.274		0.274	0.274		0.548
Total — Manh. & Queens operation.....	9.094		9.094	8.884		17.978
Total — Queens surface (excl. B. R. T.)....	113.809	19.896	133.705	60.673		194.378
RICHMOND AND OTHER SURFACE						
Richmond Light & R. R.....	16.940	0.350	17.290	12.540		29.830
Staten Island Midland.....	17.940	0.130	18.070	12.150		30.220
Southfield Beach.....		1.570	1.570	1.570		3.140
Total — Richmond.....	34.880	2.050	36.930	26.260		63.190
Manhattan Bridge 3-Cent Line.....	0.795		0.795	0.795		1.590
City of New York, Manhattan bridge.....	1.398		1.398	1.386		2.784
Total — Man. Bridge 3-C. Line operat'n.....	2.193		2.193	2.181		4.374
Bush Terminal.....	1.440	0.570	2.010	1.720		3.730
Van Brunt St. & Erie Basin.....	1.060	0.100	1.160	1.160		2.320
Marine.....		1.360	1.360	0.788		2.148
Total — Misc. Brooklyn.....	4.693	2.030	6.723	5.849		12.572
Total — Richmond and other surface.....	39.573	4.080	43.653	32.109		75.762
Grand total.....	739.216	88.052	827.268	673.700	96.802	1,597.770

¹ See note 1 to first double-page of this table.² Of 5.158 miles held under a joint title, 2.579 are assigned to this company.³ Storage-battery.⁴ Of 1.832 miles held under a joint title, 0.916 are assigned to this company.⁵ Of 3.520 miles held under a joint title, 1.837 are assigned to this company. Respondent operates 4.002 miles on the 123th street crosstown line under a joint franchise. It is treated in the table as trackage rights.⁶ Of the total city-owned track on the Queensboro bridge (2.553 miles), 0.213 miles are used exclusively by the New York & Queens, 0.137 by the Manhattan & Queens and 0.154 on behalf

TABULATIONS FROM RETURNS OF STREET RAILWAYS 195

June 30, 1916 — Concluded

MILES OF RUNNING TRACK			Total miles of all tracks	MILES ADDED DURING YEAR		MILES OF TRACK CLASSED ACCORDING TO MOTIVE POWER			
Other than main (sidings and turnouts)	Total			New road ¹	New track ¹	Over-head contact	Third-rail contact	Under-ground contact	Other (specified in foot-notes)
0.469	31.412	.....	31.412	.....	D 0.012	31.412	.....	.....	.....
0.400	3.290	.....	3.290	.....	.....	.....	.....	.....	¹ 3.290
0.230	9.830	.....	9.830	.....	.....	9.830	.....	.....	.....
2.443	97.033	1.727	98.760	0.660	1.306	98.760	.....	.....	.....
0.122	5.584	.....	5.584	.....	.....	5.584	.....	.....	.....
0.465	22.938	.....	22.938	.....	.....	22.938	.....	.....	.....
0.068	5.115	.....	5.115	.....	.....	5.115	.....	.....	.....
3.088	130.670	1.727	132.397	0.660	1.306	132.397	.....	.....	.....
1.199	40.755	1.013	41.768	0.184	0.195	41.768	.....	.....	.....
0.037	1.013	.....	1.013	.....	0.037	1.013	.....	.....	.....
1.230	41.768	1.013	42.781	0.184	0.252	42.781	.....	.....	.....
5.442	216.970	2.740	219.710	0.844	1.526	216.420	.....	.....	3.290
1.855	70.625	3.430	74.055	D 1.090	D 1.368	74.055	.....	.....	.....
.....	1.528	.....	1.528	D .878	D 1.824	1.528	.....	.....	.....
1.855	72.153	3.430	75.583	D 1.968	D 3.192	75.583	.....	.....	.....
0.920	25.230	0.610	25.840	¹ D 1.040	¹ D 2.080	25.840	.....	.....	.....
5.020	41.310	0.680	41.990	.....	0.120	41.990	.....	.....	.....
0.213	8.188	.....	8.188	0.100	0.100	8.188	.....	.....	.....
.....	0.357	.....	0.357	.....	.....	0.357	.....	.....	.....
0.213	8.545	.....	8.545	0.100	0.100	8.545	.....	.....	.....
0.510	37.080	0.400	38.080	.....	.....	38.080	.....	.....	.....
0.140	17.570	0.650	18.220	0.920	2.060	18.220	.....	.....	.....
.....	0.548	.....	0.548	D 0.635	D 1.209	0.548	.....	.....	.....
0.140	18.118	0.650	18.768	0.885	0.851	18.768	.....	.....	.....
8.658	203.036	5.770	208.806	D 2.623	D 4.201	208.806	.....	.....	.....
0.340	30.170	0.990	31.160	0.020	0.110	31.160	.....	.....	.....
0.530	30.750	0.740	31.490	.....	.....	31.490	.....	.....	.....
.....	3.140	0.100	3.240	.....	.....	3.240	.....	.....	.....
0.870	64.080	1.850	65.890	0.080	0.110	65.890	.....	.....	.....
.....	1.590	0.310	1.900	.....	.....	1.900	.....	.....	.....
.....	2.784	.....	2.784	.....	.....	2.784	.....	.....	.....
.....	4.374	0.310	4.684	.....	.....	4.684	.....	.....	.....
0.570	4.300	0.080	4.380	.....	0.020	4.380	.....	.....	.....
.....	2.320	0.120	2.440	.....	.....	2.440	.....	.....	.....
.....	2.148	.....	2.148	.....	.....	.....	.....	.....	² 2.148
0.570	13.142	0.510	13.652	.....	0.080	11.504	.....	.....	8.148
1.440	77.202	2.340	79.542	0.020	0.130	77.394	.....	.....	2.148
45.261	1,643.031	132.582	1,775.613	4.767	46.337	1,047.728	416.354	241.908	² 69.623

of the Third Avenue Bridge Company. The remaining 2.055 are apportioned among the three companies interested in the following somewhat arbitrary proportions: 64, 20 and 16 per cent. Each company has its own electric line (one conduit and two overhead), track lengths corresponding to which are as follows: New York & Queens, 2.282 miles; Manhattan & Queens, 2.066; and Third Avenue Bridge Company, 2.125.

¹ Already out of use in 1915, but included in the trackage figure published in the 1915 report.
² Composed of 55.594 miles, storage-battery; 0.042, horse and storage-battery; 9.710, horse; 1.210 in car barns used by underground-contact cars, but without conductor rails; 0.315 of surface track with no provision for motive power, and 2.752 not operated.

TABLE II. ROLLING STOCK: (A)

OPERATING STREET RAILWAYS	PASSENGER CARS HELD						Total
	PROPULSION		FORM OF TITLE				
	Motor— electric contact	Other ²	Owned	Leased from—			
				An operat- ing street railway	A lessor street railway	Other than a street railway	
Interborough Rapid Transit.....	1,945	1,455	⁴ 1,628	.....	⁵ 1,772	.....	3,400
Hudson & Manhattan.....	226	.....	50	.....	.....	⁷ 176	226
Total.....	2,171	1,455	1,678	.....	1,772	176	3,626
BROOKLYN RAPID TRANSIT							
New York Consolidated.....	836	268	928	.....	⁸ 226	.....	1,154
Brooklyn Heights ¹⁴	1,203	.....	14	97	¹⁰ 684	¹¹ 500	1,295
Bridge Operating ¹⁴	20	.....	20	.....	.....	.....	20
Brooklyn, Queens Co. & Sub.....	370	.....	202	47	.....	¹¹ 121	370
Coney Island & Brooklyn.....	461	.....	461	.....	.....	.....	461
Coney Island & Gravesend.....	(¹⁴)	.....	.....	(¹⁴)	.....	.....	(¹⁴)
Nassau Electric.....	978	.....	792	.....	.....	¹¹ 186	978
South Brooklyn ¹⁵.....	.....	.....	.....	.....	.....	.....	.....
Total.....	4,010	268	2,417	144	910	807	4,273
MANHATTAN SURFACE							
New York Railways.....	1,923	¹⁷ 213	¹⁸ 2,136	.....	.....	.....	2,136
Second Avenue, Receiver.....	275	.....	275	.....	.....	.....	275
Brooklyn & North River.....	46	.....	.....	46	.....	.....	46
Third Avenue.....	251	.....	251	.....	.....	.....	251
Dry Dock, E. B'way & B., Recr.....	42	²¹ 30	30	42	.....	.....	72
42d St., Manh. & St. N. Ave.....	170	²¹ 21	96	95	.....	.....	191
Belt Line.....	53	²¹ 73	73	53	.....	.....	126
Mid-Crosstown.....	.....	²¹ 24	.....	24	.....	.....	24
Total.....	2,760	361	2,861	260	.....	.....	3,121
BRONX SURFACE							
N. Y. City Interborough.....	94	.....	53	41	.....	.....	94
Pelham Park & City Island.....	.....	²¹ 12	.....	12	.....	.....	12
Union ¹⁴	509	.....	136	373	.....	.....	509
Westchester Electric.....	125	.....	20	105	.....	.....	125
Total.....	728	12	209	531	.....	.....	740
QUEENS SURFACE (EXCL. B. R. T.)							
New York & Queens County.....	227	.....	202	25	.....	.....	227
Long Island Electric.....	36	.....	36	.....	.....	.....	36
New York & Long Island.....	36	.....	36	.....	.....	.....	36
Ocean Electric.....	25	.....	25	.....	.....	.....	25
New York & North Shore.....	19	.....	19	.....	.....	.....	19
Manhattan & Queens.....	40	.....	40	.....	.....	.....	40
Total.....	383	.....	358	25	.....	.....	383
RICHMOND AND OTHER SURFACE							
Richmond Light & R. R.....	128	.....	128	.....	.....	.....	128
Staten Island Midland.....	92	.....	60	.....	.....	²⁴ 32	92
Southfield Beach ²⁵	4	.....	.....	4	.....	.....	4
Total — Richmond.....	224	.....	188	4	.....	32	224
Manhattan Bridge 3-Cent Line.....	25	.....	25	.....	.....	.....	25
Bush Terminal ²⁷	3	.....	3	.....	.....	.....	3
Van Brunt St. & Erie Basin.....	15	.....	15	.....	.....	.....	15
Marine.....	.....	²¹ 3	.....	.....	.....	²⁸ 3	3
Total — Misc. Brooklyn.....	43	3	43	.....	.....	3	46
Total.....	267	3	231	4	.....	35	270
Grand total.....	10,319	2,099	7,754	964	2,682	1,018	12,418

NOTE.— "Owned" means held under complete title; "leased," under some other form of title. The rolling stock used by the Coney Island & Gravesend is reported by the Brooklyn Heights and the Nassau Electric; that used by the Southern Boulevard, by the Union. Figures entered opposite Bridge Operating represent only owned equipment used on the Williamsburg Bridge local line; data for 4 more passenger cars used on this line are included in the Brooklyn Heights figures.

¹ Includes both cars operated by owning companies and cars leased to and held by other companies. For other rolling stock owned, see notes to stub items and to figures under Other revenue cars held. ² Non-motor except as specified. ³ Except as noted the lease is from another operating street-railway company in the first district. ⁴ Includes 108 cars held by respondent with right of reversion in City of New York. ⁵ Leased from Manhattan Railway. ⁶ Includes 1 car held by respondent with right of reversion in City of New York. ⁷ Held under purchase agreements with Guaranty Trust Co. of N. Y. ⁸ Motor baggage cars, owned. ⁹ Leased from N. Y. Municipal. ¹⁰ Leased from Brooklyn City R. R. ¹¹ Leased from Transit Development Co. ¹² Composed of 6 mail cars and 1 express car, all motor, average weight 19,529 lbs., all leased from Brooklyn City R. R. ¹³ Mail cars, motor, owned, average weight 18,100 lbs. ¹⁴ See general note. ¹⁵ Company has 6 electric locomotives not included in table. ¹⁶ Composed of

TABULATIONS FROM RETURNS OF STREET RAILWAYS 197

Number of cars available June 30, 1916

Average weight of complete passenger car (lbs.)	Other revenue cars held	COMPANY-SERVICE CARS HELD									NUMBER OF CARS OWNED ¹	
		Snow plows	Sweepers	Work and wrecking cars	Other service cars	ALL CLASSES						
						Propulsion		Form of title				
						Motor-electric contact	Other ²	Owned	Leased ³	Total	Passenger cars	Service cars
57,457					119	15	104	60	59	119	1,628	60
71,300	2			3		1	2	8		3	50	3
	2			3	119	16	106	63	59	122	1,678	63
63,140				24	6	6	24	30		30	928	30
33,622	7	8	36	15	99	158		15	143	158	14	15
34,830											20	
34,154	8	4	5		6	15		15		15	202	15
25,464		2	6	10	6	24		24		24	461	25
(24)											25	
32,510		8	13	1	28	50		50		50	911	50
	233	6		2	1	9		9		9		9
	243	28	60	52	146	262	24	143	143	286	2,561	144
27,994		11	82	83		141	85	176		176	2,161	176
25,956			6		6	12		12		12	275	12
37,360												
32,968			12	15		27		24	3	27	1,085	65
26,767			5	5		7	13	8	7	10	50	3
33,238			11	6		14	13	2	15	17	106	2
24,660			8	1		3	6	4	5	9	79	4
17,400												
		11	124	110	6	204	47	221	30	251	3,756	262
26,189			6	1	1	7	1	8		8	54	8
17,400												
28,461		2	24	15	4	45		28	17	45	192	52
26,356		1	5	6		11	1	2	10	12	20	3
		3	35	22	5	63	2	38	27	65	266	63
34,658	1	7	4	19	2	30	2	32		32	202	32
15,746			3	4	1	8		8		8	36	8
42,860		3	2	2	1	7	1	8		8	36	8
39,792			1	1	1	3		3		3	25	3
54,660	2	1	(25)		1	4		4		4	19	4
31,680		1	1		4	6		6		6	40	6
	1	13	12	26	10	58	3	61		61	358	61
17,640		1	3	2	4	10		10		10	132	10
N. R.	1	2	1	2	4	8	1	9		9	60	9
12,009												
27,690	1	3	4	4	8	18	1	19		19	192	19
N. R.	16		1	1		1	1	2		2	25	2
21,668											3	
18,680			1								15	
	16		2	1		1	2	2	1	3	45	3
	17	3	6	5	8	19	3	21	1	22	235	21
	263	58	237	218	294	622	185	547	260	807	8,854	614

180 freight cars and 53 other revenue cars. Of these cars, all owned, 150 are motor and 83 non-motor.
¹⁷ Includes 46 storage-battery cars. ¹⁸ Ownership undetermined as regards rights of lessor companies to claim, at expiration of leases, for the return of equipment. ¹⁹ At the close of the year, the Brooklyn & North River had in its possession a service car which is included in the data reported by the Third Avenue.
²⁰ Includes 1 sand car and 3 supply cars. ²¹ Storage-battery.
²² Includes 2 sand cars. ²³ Includes 2 sand cars and 2 scrapers. ²⁴ Sand car.
²⁵ Sprinkler. ²⁶ Includes 7 sand cars. ²⁷ Sprinklers. ²⁸ Includes 2 cars leased from Yonkers R. R.
²⁹ Composed of 4 flat cars and 2 sand cars. ³⁰ Express car, motor, owned, weight 23,000 lbs. ³¹ One line car and 1 flat car.
³² Includes 1 line car, 1 flat car and 1 sand car. ³³ Subject to equipment-trust agreement. ³⁴ Express car, motor, owned.
³⁵ Included with Richmond Light & Railroad in 1915. ³⁶ Respondent has 3 electric locomotives not included in table. ³⁷ Freight car, non-motor, owned. ³⁸ Leased from Manhattan Beach Estates.
³⁹ Includes 136 passenger cars which are leased to companies outside the First District. For ownership of other passenger cars used by street-railway companies in the First District, see entries in 5th and 6th columns. ⁴⁰ Includes 11 cars leased to Yonkers R. R. and 1 leased to N. Y. Municipal.

TABLE II. Rolling stock: (B) Seating

OPERATING STREET RAILWAYS	CLOSED							
	MOTOR—STANDARD		MOTOR—PREPAYMENT		STORAGE-BATTERY		NON-MOTOR	
	Num-ber	Capac-ity	Num-ber	Capac-ity	Num-ber	Capac-ity	Num-ber	Capac-ity
Interborough Rapid Transit.....	1,945	91,423					1,419	66,581
Hudson & Manhattan.....	226	9,944						
Total.....	2,171	101,367					1,419	66,581
BROOKLYN RAPID TRANSIT								
New York Consolidated.....	469	32,737					268	13,620
Brooklyn Heights.....	366	10,704	2	72				
Bridge Operating.....								
Brooklyn, Queens Co. & Sub.....	2	52						
Coney Island & Brooklyn.....	181	5,980						
Nassau Electric.....	227	6,796						
Total.....	1,245	56,269	2	72			268	13,620
MANHATTAN SURFACE								
New York Railways.....	736	24,120	556	23,432			116	2,320
Second Avenue, Receiver.....	84	3,024	90	3,240				
Brooklyn & North River.....			46	1,656				
Third Avenue.....	35	1,060	11	418				
Dry Dock, E. B'way & B., Recr.....			42	1,596	30	780		
42d St., Manh. & St. N. Ave.....					21	546		
Belt Line.....	1	40	52	1,976	73	1,898		
Mid-Croastown.....					24	624		
Total.....	856	28,244	797	32,318	148	3,848	116	2,320
BRONX SURFACE								
N. Y. City Interborough.....	13	520	50	1,800				
Pelham Park & City Island.....					12	312		
Union.....	8	268	183	6,588				
Westchester Electric.....	25	930	45	1,620				
Total.....	46	1,718	278	10,008	12	312		
QUEENS SURFACE (EXCL. B. R. T.)								
New York & Queens County.....	116	4,722	25	700				
Long Island Electric.....	11	360						
New York & Long Island.....	11	504						
Ocean Electric.....			12	600				
New York & North Shore.....								
Manhattan & Queens.....	15	396	25	1,350				
Total.....	153	5,982	62	2,650				
RICHMOND AND OTHER SURFACE								
Richmond Light & R. R.....	42	1,220						
Staten Island Midland.....	16	424	36	1,632				
Southfield Beach.....								
Total — Richmond.....	58	1,644	36	1,632				
Manhattan Bridge 3-Cent Line.....	25	940						
Bush Terminal.....								
Van Brunt St. & Erie Basin.....	8	208						
Marine.....					3	72		
Total — Misc. Bklyn.....	33	1,148			3	72		
Total.....	91	2,792	36	1,632	3	72		
Grand total.....	4,562	196,372	1,175	46,680	163	4,232	1,803	82,521

NOTE.— See general note to Division A.

1 Includes storage-battery cars as noted.

2 Composed of 217 convertible and 200 semi-convertible cars.

3 Composed of 217 convertible and 297 semi-convertible cars.

4 Center-entrance, semi-convertible cars.

5 Semi-convertible cars.

6 Composed of 86 convertible and 135 semi-convertible cars.

7 Composed of 1 parlor car and 20 semi-convertible cars.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 199

capacity of passenger cars, June 30, 1916

OPEN						CONVERTIBLE OR SEMI-CONVERTIBLE				TOTAL	
MOTOR — STANDARD		MOTOR — PREPAYMENT		NON-MOTOR		MOTOR — STANDARD		MOTOR — PREPAYMENT ¹		Number	Capacity
Number	Capacity	Number	Capacity	Number	Capacity	Number	Capacity	Number	Capacity		
.....	.....	.....	.....	36	2,880	.....	.....	.....	.....	3,400	180,884
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	226	9,944
.....	.....	.....	.....	36	2,880	.....	.....	.....	.....	3,626	170,828
.....
333	19,815	.....	.....	.....	.....	417	23,823	.....	.....	1,154	70,180
.....	.....	.....	.....	.....	.....	514	20,392	480	4,640	1,295	55,623
.....	.....	.....	.....	.....	.....	20	720	.....	.....	20	720
147	8,850	.....	.....	.....	.....	221	8,604	.....	.....	370	17,506
250	15,790	.....	.....	.....	.....	21	752	.....	.....	461	22,523
439	27,870	.....	.....	.....	.....	289	11,920	23	1,304	978	47,800
1,178	72,325	.....	.....	.....	.....	1,482	66,301	103	5,944	4,278	214,531
.....
453	20,680	.....	.....	51	2,040	.....	.....	224	10,539	2,136	83,131
101	5,545	.....	.....	.....	.....	.....	.....	.....	.....	275	11,800
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46	1,656
.....	.....	.....	.....	.....	.....	.....	.....	205	9,855	251	11,333
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	72	2,376
.....	.....	.....	.....	.....	.....	.....	.....	170	8,160	191	8,706
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	126	3,914
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24	624
534	26,225	.....	.....	51	2,040	.....	.....	599	28,554	3,121	123,540
.....
10	650	.....	.....	.....	.....	.....	.....	21	945	94	3,915
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	312
190	10,495	.....	.....	.....	.....	.....	.....	128	6,384	509	23,735
50	2,750	.....	.....	.....	.....	.....	.....	5	225	125	5,525
230	13,895	.....	.....	.....	.....	.....	.....	154	7,554	740	33,487
.....
43	2,250	.....	.....	.....	.....	41	1,732	.....	.....	227	9,404
20	1,072	.....	.....	.....	.....	5	180	.....	.....	36	1,612
.....	.....	.....	.....	.....	.....	25	1,072	.....	.....	36	1,576
2	100	10	480	.....	.....	1	29	.....	.....	25	1,209
.....	.....	.....	.....	.....	.....	13	624	6	264	19	888
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	1,746
67	3,422	10	480	.....	.....	85	3,637	6	264	383	16,435
.....
86	4,470	.....	.....	.....	.....	.....	.....	.....	.....	128	5,090
40	2,000	.....	.....	.....	.....	.....	.....	.....	.....	92	4,056
4	180	.....	.....	.....	.....	.....	.....	.....	.....	4	180
130	6,660	.....	.....	.....	.....	.....	.....	.....	.....	224	9,920
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	940
.....	.....	.....	.....	.....	.....	3	132	.....	.....	3	132
7	350	.....	.....	.....	.....	.....	.....	.....	.....	15	558
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	72
7	350	.....	.....	.....	.....	3	132	.....	.....	46	1,708
137	7,000	.....	.....	.....	.....	3	132	.....	.....	270	11,628
2,186	122,867	10	480	87	4,920	1,570	70,070	862	42,316	12,418	570,458

¹ Composed of 148 convertible and 141 semi-convertible cars.
² Composed of 1 convertible car and 22 semi-convertible cars, of which 21 have a center entrance.
³ Composed of 46 storage-battery, center-entrance, semi-convertible cars and 178 motor-prepayment, semi-convertible, of which 177 have a center entrance.
⁴ Convertible cars.
⁵ Composed of 40 semi-convertible cars and 1 parlor car.
⁶ Based on figure reported in 1913.

TABLE II. Rolling stock: (B) Seating capacity

OPERATING STREET RAILWAYS	NUMBER OF CARS AND AVERAGES CAPACITY					
	CLOSED		OPEN		CONVERTIBLE OR SEMI-CONVERTIBLE ¹	
	Num-ber	Aver-age capac-ity	Num-ber	Aver-age capac-ity	Num-ber	Aver-age capac-ity
Interborough Rapid Transit.....	3,364	47.0	36	80.0		
Hudson & Manhattan.....	226	44.0				
Total.....	3,590	46.8	36	80.0		
BROOKLYN RAPID TRANSIT						
New York Consolidated.....	737	62.9			417	57.1
Brooklyn Heights.....	368	29.3	333	59.5	594	42.1
Bridge Operating.....					20	36.0
Brooklyn, Queens Co. & Sub.....	2	28.0	147	60.2	221	39.3
Coney Island & Brooklyn.....	181	33.0	259	61.0	21	35.8
Nassau Electric.....	227	29.9	439	63.5	312	42.4
Total.....	1,515	46.2	1,178	61.4	1,585	45.6
MANHATTAN SURFACE						
New York Railways.....	1,408	35.4	504	45.1	224	47.0
Second Avenue, Receiver.....	174	36.0	101	54.9		
Brooklyn & North River.....	46	36.0				
Third Avenue.....	46	32.1			203	48.1
Dry Dock, E. B'way & B., Recr.....	72	33.0				
42d St., Manh. & St. N. Ave.....	21	26.0			170	48.0
Belt Line.....	126	31.1				
Mid-Crosstown.....	24	26.0				
Total.....	1,917	34.8	605	46.7	599	47.7
BRONX SURFACE						
N. Y. City Interborough.....	63	36.8	10	65.0	21	45.0
Pelham Park & City Island.....	12	26.0				
Union.....	191	35.9	190	55.2	128	49.9
Westchester Electric.....	70	36.1	50	55.0	5	45.0
Total.....	336	35.8	250	55.6	154	49.1
QUEENS SURFACE (EXCL. B. R. T.)						
New York & Queens County.....	141	38.5	45	50.0	41	42.2
Long Island Electric.....	11	32.7	20	53.6	5	36.0
New York & Long Island.....	11	45.8			25	42.9
Ocean Electric.....	12	50.0	12	48.3	1	29.0
New York & North Shore.....					19	46.7
Manhattan & Queens.....	40	43.7				
Total.....	215	40.1	77	50.7	91	42.9
RICHMOND AND OTHER SURFACE						
Richmond Light & R. R.....	42	29.0	86	52.0		
Staten Island Midland.....	52	39.7	40	50.0		
Southfield Beach.....			4	45.0		
Total — Richmond.....	94	34.9	130	51.8		
Manhattan Bridge 3-Cent Line.....	25	37.6				
Bush Terminal.....					3	44.0
Van Brunt St. & Erie Basin.....	8	26.0	7	50.0		
Marine.....	3	24.0				
Total — Misc Bklyn.....	36	33.9	7	50.0	3	44.0
Total.....	130	34.6	137	51.1	3	44.0
Grand total.....	7,703	42.8	2,283	56.2	2,432	46.2

¹ For segregation between convertible and semi-convertible, see footnotes on preceding double-page.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 201

of passenger cars, June 30, 1916 — Concluded

		NUMBER OF CARS SEATING —											
ALL PASSENGER		Under 25	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	Over 74 ²
Number	Average capacity												
3,400	47.3					50	3,314						36
226	44.0					226							
3,626	47.1					276	3,314						36
1,154	60.8						181	477	6	264			226
1,295	43.0	8	72	582	3	6	217	72	80	120	135		
20	36.0				20								
370	47.6		2	135			86	47			100		
461	48.9	1	2	129	70					209	50		
978	49.0		8	859	1		150	43	22		395		
4,278	50.1	9	84	1,205	91	6	634	639	103	593	680		226
2,136	38.9	116	297	46	441	749	217	177		92			1
275	42.8				174		1		100				
46	36.0				46								
251	45.2		25		21		200	5					
72	33.0		30		42								
191	45.6		21				170						
126	31.1		73		52	1							
24	26.0		24										
3,121	39.6	116	470	46	776	750	588	182	100	92			1
94	41.6				50	13	21				10		
12	26.0		12										
509	46.6		2		189		24	129	148		17		
125	44.2		5		45	20	5		50				
740	45.3		19		284	33	50	129	198		27		
237	41.4	1	25		39	117		45					
36	44.8		5		12	1		13				5	
36	43.8					30	6						
25	48.4		1				16	8					
19	46.7					6	13						
40	43.7	6	9					25					
383	42.9	7	40		51	154	35	91				5	
128	44.5		10	32			66						20
92	44.1	12		4		4	32	40					
4	45.0						4						
224	44.3	18	10	36		4	108	40					20
25	37.6		13				12						
3	44.0					2		1					
15	37.2		8				1	6					
3	24.0	3											
46	37.0	3	21			2	15	7					
270	43.1	15	31	36		6	115	47					20
12,418	45.9	147	644	1,287	1,205	1,225	4,736	1,088	406	685	707	5	283

² All cars in this column have a seating capacity of 75-84 except the 226 cars of the New York Consolidated, which seat "78-90."

TABLE II. Rolling stock: (C) Safety and

OPERATING STREET RAILWAYS	BRAKE EQUIPMENT OF —				CAR	
	PASSENGER CARS		ALL CARS		ADDED DURING YEAR	
	Hand brakes only	Power and hand brakes	Hand brakes only	Power and hand brakes	Wheel or truck guards	Fenders
Interborough Rapid Transit.....		3,400		3,518		
Hudson & Manhattan.....		226		231		
Total.....		3,626		3,749		
BROOKLYN RAPID TRANSIT						
New York Consolidated.....		1,154		1,184		
Brooklyn Heights.....	207	998	446	1,014	14	
Bridge Operating.....		20		20		
Brooklyn, Queens Co. & Sub.....	132	238	150	238		
Coney Island & Brooklyn.....	340	121	357	128		
Nassau Electric.....	91	887	140	888	10	
South Brooklyn.....			6	242		
Total.....	860	3,418	1,099	3,714	24	
MANHATTAN SURFACE						
New York Railways.....	781	1,355	950	1,362		
Second Avenue, Receiver.....	175	100	187	100		
Brooklyn & North River.....		46		47	12	
Third Avenue.....	25	226	51	227	148	
Dry Dock, E. B'way & B., Recr.....	30	42	40	42	14	
42d St., Manh. & St. N. Ave.....	21	170	38	170	8	
Belt Line.....	74	52	83	52	20	
Mid-Croastown.....	24		24		4	
Total.....	1,130	1,991	1,373	2,000	206	
BRONX SURFACE						
N. Y. City Interborough.....	13	81	21	81	44	
Pelham Park & City Island.....	12		12		12	
Union.....	27	482	72	482	24	
Westchester Electric.....	5	120	17	120		
Total.....	57	683	122	683	80	
QUEENS SURFACE (EXCL. B. R. T.)						
New York & Queens County.....	71	156	104	156		
Long Island Electric.....	20	16	28	16		
New York & Long Island.....		36	8	36		
Ocean Electric.....	3	22	5	23		
New York & North Shore.....		19	2	20		
Manhattan & Queens.....	15	25	19	27		
Total.....	109	274	166	278		
RICHMOND AND OTHER SURFACE						
Richmond Light & R. R.....	108	20	117	21		
Staten Island Midland.....	56	36	66	36		
Southfield Beach.....	4		4			
Total — Richmond.....	168	56	187	57		
Manhattan Bridge 3-Cent Line.....	13	12	14	12		
Bush Terminal.....	3		19			
Van Brunt St. & Erie Basin.....	15		15			
Marine.....	3		4			
Total — Misc. Bklyn.....	34	12	52	12		
Total.....	202	68	239	69		
Grand total.....	2,358	10,030	2,999	10,493	310	

NOTE.— See general note to Division A.

¹ Does not represent total number of prepayment cars as probably all those with center entrance are included under Other enclosed platforms.² Includes 226 cars leased from the N. Y. Municipal and having three doors on each side but none at the end of the car.³ Discrepancy of 40 from last year's figure is due to a change in the reporting of the 40 wheel guards of the Bridge Operating.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 203

protective equipment of cars, June 30, 1916

FENDERS AND WHEEL GUARDS					VESTIBULES FOR PASSENGER CARS					PASSENGER CARS HEATED WITH—	
RETIRED DURING YEAR		NUMBER JUNE 30, 1916			TYPE OF VESTIBULE, CARS WITH—			Total cars with vestibules	Cars without vestibules	Elec- tric heaters	Stoves
Wheel or truck guards	Fend- ers	Wheel or truck guards	Fend- ers	Total	Prepay- ment plat- forms ¹	Other en- closed plat- forms	Only the front of plat- form closed				
						1,629		1,629	1,771	3,364	
						226		226		226	
						1,855		1,855	1,771	3,590	
14	1,544	2,712	200	2,912	2	227	880	227	927	1,154	
		40		40		80	20	962	333	962	
	484	750		750			223	20		20	
	317	680		680			199	223	147	223	
12	1,649	1,986		1,986	2	22	515	199	262	202	
	364							539	439	539	
26	4,358	6,168	200	6,368	4	329	1,837	2,170	2,108	3,100	
300		3,956		3,956	556	224	736	1,516	620	1,470	162
		554		554	90		84	174	101	174	
		92		92	46			46		46	
140		533	1	534	216	10	25	251		251	
8		154		154	42	30		72		42	30
		394		394	170	21		191		170	21
12		254		254	52	74		126		53	73
4		48		48		24		24			24
464		5,985	1	5,986	1,172	383	845	2,400	721	2,206	310
2		192		192	71	13		84	10	84	
12		24		24		12		12			12
130		1,056		1,056	311	2	6	319	190	319	
12		262		262	50	25		75	50	75	
156		1,534		1,534	432	52	6	490	250	478	12
			528	528		37	145	182	45	182	
			86	86		16		16	20	16	
			64	64		36		36		36	
		62	8	70	22	1		23	2	13	
		2	40	42	6	13		19		6	13
		94		94	25	6	9	40		40	
		158	726	884	53	109	154	316	67	293	13
		256	256	512		42		42	86	42	
		180	190	370	36	16		52	40	52	
		8	8	16					4		
		444	454	898	86	58		94	130	94	
		50		50		12	13	25		25	
		3	3	6		2	1	3		3	
			28	28			8	8	7	8	
		6		6		3		3			3
		59	31	90		17	23	39	7	36	3
		503	485	988	36	75	22	133	137	130	3
646	4,358	14,348	1,412	15,760	1,697	2,803	2,864	7,364	5,054	9,797	338

¹ Reported as "340 sets." Incorrectly included in 1915 table totals as 340 units.

² Composed of 46 storage-battery cars and 116 horse cars.

³ Reported as fenders by the respondent but treated as wheel guards under the classification adopted by this Commission.

⁴ Storage-battery cars.

⁵ Motor cars.

⁶ For explanation of discrepancies from figures in 1915 table, see notes 3 and 4.

TABLE II. Rolling stock: (D) Passenger cars

OPERATING STREET RAILWAYS	PRIOR TO 1891 ¹			1891-1895		
	Open	Closed	Con- vert- ible or semi- con- vert- ible	Open	Closed	Con- vert- ible or semi- con- vert- ible
Interborough Rapid Transit.....		721			170	
Hudson & Manhattan.....						
Total.....		721			170	
BROOKLYN RAPID TRANSIT						
New York Consolidated.....		314			92	
Brooklyn Heights.....	6		8		50	2
Bridge Operating.....					2	
Brooklyn, Queens Co. & Sub.....		2			12	1
Coney Island & Brooklyn.....						
Nassau Electric.....						
Total.....	6	316	8		165	3
MANHATTAN SURFACE						
New York Railways.....	51	116			111	
Second Avenue, Receiver.....						
Brooklyn & North River.....						
Third Avenue.....						
Dry Dock, E. B'way & B., Recr.....						
42d St., Manh. & St. N. Ave.....						
Belt Line.....						
Mid-Crosstown.....						
Total.....	51	116			111	
BRONX SURFACE						
N. Y. City Interborough.....						
Felham Park & City Island.....						
Union.....						
Westchester Electric.....						
Total.....						
QUEENS SURFACE (EXCL. B. R. T.)						
New York & Queens County.....				45	12	
Long Island Electric.....						
New York & Long Island.....						
Ocean Electric.....						
New York & North Shore.....						
Manhattan & Queens.....					13	
Total.....				45	25	
RICHMOND AND OTHER SURFACE						
Richmond Light & R. R.....						
Staten Island Midland.....						
Southfield Beach.....						
Total — Richmond.....						
Manhattan Bridge 3-Cent Line.....						
Bush Terminal.....						
Van Brunt St. & Erie Basin.....						
Marine.....						
Total — Misc. Bklyn.....						
Total.....						
Grand total.....	57	1,153	8	45	471	3
Changes during the year ²	D 1	D 6			D 38	1

NOTE.— See general note to Div. A.

* Figures in Division D are based on the calendar year except those for 1916, which are for the six months ending June 30. Other divisions of the table are based on the fiscal year.

¹ Of these cars, 267 reported by the Interborough were built prior to 1880; all others were built after that date.² No open cars were built during this period.³ Only closed cars were built during this period.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 205

held June 30, 1916, classified according to age *

NUMBER OF CARS BUILT —												
1896-1900			1901-1905			1906-1910			1911-1915 ²		1916 ³	Total
Open	Closed	Con- vert- ible or semi- con- vert- ible	Open	Closed	Con- vert- ible or semi- con- vert- ible	Open	Closed	Con- vert- ible or semi- con- vert- ible	Closed	Con- vert- ible or semi- con- vert- ible	Closed	
			36	1,214			327		456		476	3,400
							190		36			226
			36	1,214			517		492		476	3,626
327	49			51	316		5	100	226	1		1,154
	294	187			217		15	100		80		1,295
					20							29
47			100		221							370
209	129	1	50	50	10			10				461
389	210		50		288		5			23		978
972	682	188	200	101	1,072		25	210	226	104		4,278
361	449		92	295			437	1		223		2,136
101	174											275
							46					46
							45	205	1			251
							42		30			72
							21	170				191
							53		73			126
							10		14			24
462	623		92	295			654	376	118	223		3,121
						10	13		59	21		94
									12			13
						190	8		183	126		509
						50	25		45	5		125
						250	46		290	154		740
	58	1			20		76	20				227
			20	11	5							36
				5	13			12	6			36
8			4		1		12					25
								15		4		19
	2								25			40
8	55	1	24	16	39		88	47	31	4		383
66	32					20	10					128
40	12			4					36			92
4												4
110	44			4		20	10		36			224
	13								12			25
								3				3
	7		1			6			1			15
									3			3
	20		1			6		3	16			46
110	64		1	4		26	10	3	52			270
1,552	1,424	189	353	1,639	1,111	276	1,349	636	1,200	485	476	12,418
1	D 16						D 78	D 4	194	4	476	523

* During 1916, 2 closed cars were converted into a single semi-convertible car.

² During 1916, a closed car was reconstructed into an open car.

³ Company reports that all cars were purchased between 1896 and 1905, but that it has no record of exact date.

⁴ Company reports that the classification by period when built is only approximate.

⁵ As compared with Table IV in 1915 Report.

TABLE II. Rolling stock: (D) Passenger cars

OPERATING STREET RAILWAYS	PRIOR TO 1891 ¹			1891-1895		
	Open	Closed	Con-vert-ible or semi-con-vert-ible	Open	Closed	Con-vert-ible or semi-con-vert-ible
Interborough Rapid Transit.....		721			170	
Hudson & Manhattan.....						
Total.....		721			170	
BROOKLYN RAPID TRANSIT						
New York Consolidated.....		814			92	
Brooklyn Heights.....	6		8		50	2
Bridge Operating.....					2	
Brooklyn, Queens Co. & Sub.....		2				
Coney Island & Brooklyn.....					12	1
Nassau Electric.....						
Total.....	6	816	8		166	3
MANHATTAN SURFACE						
New York Railways.....	51	116			111	
Second Avenue, Receiver.....						
Brooklyn & North River.....						
Third Avenue.....						
Dry Dock, E. B'way & B., Recr.....						
42d St., Manh. & St. N. Ave.....						
Belt Line.....						
Mid-Crosstown.....						
Total.....	51	116			111	
BRONX SURFACE						
N. Y. City Interborough.....						
Felham Park & City Island.....						
Union.....						
Westchester Electric.....						
Total.....						
QUEENS SURFACE (EXCL. B. R. T.)						
New York & Queens County.....				45	12	
Long Island Electric.....						
New York & Long Island.....						
Ocean Electric.....						
New York & North Shore.....					13	
Manhattan & Queens.....						
Total.....				45	25	
RICHMOND AND OTHER SURFACE						
Richmond Light & R. R.....						
Staten Island Midland.....						
Southfield Beach.....						
Total — Richmond.....						
Manhattan Bridge 2-Cent Line.....						
Bush Terminal.....						
Van Brunt St. & Erie Basin.....						
Marine.....						
Total — Misc. Bklyn.....						
Total.....						
Grand total.....	57	1,153	8	45	471	3
Changes during the year ²	D 1	D 6			D 38	1

NOTE.— See general note to Div. A.
* Figures in Division D are based on the calendar year except those for 1916, which are for the six months ending June 30. Other divisions of the table are based on the fiscal year.
¹ Of these cars, 267 reported by the Interborough were built prior to 1880; all others were built after that date.
² No open cars were built during this period.
³ Only closed cars were built during this period.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 205

held June 30, 1916, classified according to age *

NUMBER OF CARS BUILT —												
1896-1900			1901-1905			1906-1910			1911-1915 ²		1916 ³	Total
Open	Closed	Con- vert- ible or semi- con- vert- ible	Open	Closed	Con- vert- ible or semi- con- vert- ible	Open	Closed	Con- vert- ible or semi- con- vert- ible	Closed	Con- vert- ible or semi- con- vert- ible	Closed	
			36	1,214			327		456		476	3,400
							190		36			228
			36	1,214			517		492		476	3,626
	49			51	316		5	100	226	1		1,154
327	294	187			217		15	100		80		1,295
					20							20
47			100		221							370
209	129	1	50	50	10			10				461
389	210		50		288		5			23		978
972	682	188	200	101	1,072		25	210	226	104		4,278
361	449		92	295			437	1		223		2,136
101	174											275
							46					46
							45	205	1			251
							42		30			72
							21	170				191
							53		73			126
							10		14			24
462	623		92	295			654	376	118	223		3,121
						10	13		59	21		94
									12			12
						190	8		183	128		509
						50	25		45	5		125
						250	46		290	154		740
	58	1			20		76	20				227
			20	11	5							36
				5	13			12	6			36
8			4		1		12					25
								15		4		19
	2								25			40
8	55	1	24	16	39		88	47	31	4		383
66	32					20	10					128
40	12			4					36			92
4												4
110	44			4		20	10		36			224
	13								12			25
								3				3
	7		1			6			1			15
									3			3
	20		1			6		3	16			46
110	64		1	4		26	10	3	52			270
1,552	1,424	189	353	1,630	1,111	276	1,349	636	1,209	485	476	12,418
1	D 16						D 78	D 4	194	4	476	623

* During 1916, 2 closed cars were converted into a single semi-convertible car.

² During 1916, a closed car was reconstructed into an open car.

³ Company reports that all cars were purchased between 1896 and 1905, but that it has no record of exact date.

⁴ Company reports that the classification by period when built is only approximate.

⁵ As compared with Table IV in 1915 Report.

TABLE II. Rolling stock: (B) Net increase in
§ 1. Passenger

OPERATING STREET RAILWAYS	INSTALLED						Total
	FORM OF TITLE			KIND OF CAR			
	Owned		Leased ¹ received from lessor	Closed	Open	Con- vert- ible or semi- con- vert- ible	
	Pur- chased ² or built	Re- turned by lessee					
Interborough Rapid Transit.....	³ 476			476			476
BROOKLYN RAPID TRANSIT							
New York Consolidated.....			⁴ 125	125			125
Coney Island & Brooklyn.....	⁵ [1]					[1]	[1]
Nassau Electric.....							
South Brooklyn ⁷							
Total.....	{ [1]		125	125		[1]	[1] 125
MANHATTAN SURFACE							
New York Railways.....							
Second Avenue, Receiver.....	² [1]				[1]		[1]
Brooklyn & North River.....			6	6			6
Third Avenue.....	³ 1	73		72		2	74
Dry Dock, E. B'way & B., Recr.....		6		6			6
42d St., Manh. & St. N. Ave.....		2		2			2
Belt Line.....			9	9			9
Mid-Crosstown.....			2	2			2
Total.....	{ [1] 1	81	17	97	[1]	2	[1] 99
BRONX SURFACE							
N. Y. City Interborough.....			22	20		2	22
Pelham Park & City Island.....			6	6			6
Union.....		11		11			11
Westchester Electric.....							
Total.....		11	28	37		2	39
QUEENS SURFACE (EXCL. B. R. T.)							
New York & Long Island.....	6			6			6
Manhattan & Queens.....	¹¹ 1			1			1
Total.....	7			7			7
RICHMOND AND OTHER SURFACE							
Richmond Light & R. R.....							
Southfield Beach.....			¹² [4]		[4]		[4]
Total — Richmond.....			[4]		[4]		[4]
Van Brunt St. & Erie Basin.....	1			1			1
Total.....	{ 1		[4]	1	[4]		[4] 1
Grand total.....	{ [2] 485	92	[4] 170	743	[5]	[1] 4	[6] 747
Of which —							
Motor, Electric-contact.....	{ [2] 133	84	[4] 162	375	[5]	[1] 4	[6] 379
Storage-battery.....		8	8	16			16
Trailers.....	352			352			352
Horse.....							

NOTE.— Companies omitted show no change. Bracketed figures represent changes due to reclassification, reconstruction (save conversion of revenue into service-car and vice versa) or to discrepancies between this and last year's reports. See also general note to Div. A.

¹ Except as noted, the lease is from another operating street-railway company in the First District.

² New except as specified. For other new cars put into service during 1916, see note 5 on this page.

³ Includes 108 cars held by respondent with right of reversion in City of New York.

⁴ Part of road and equipment lease¹ from the Manhattan Railway. They were scrapped.

⁵ New cars leased from N. Y. Municipal.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 207

cars available June 30, 1916, over June 30, 1915

6-12.

WITHDRAWN						NET INCREASE						
FORM OF TITLE			KIND OF CAR			Total	FORM OF TITLE		KIND OF CAR			Total
Owned		Leased & returned to lessor			Convertible or semi-convertible		Owned	Leased			Convertible or semi-convertible	
Sold or scrapped	Delivered to lessee		Closed	Open					Closed	Open		
		43	3			3	476	D 3	473			473
								125	125			125
1			1			1	D 1		D 1			D 1
{ 1			[1]			[1]			[D 1]		[1]	
1			1			1	D 1		D 1			D 1
[1]			[1]			[1]			[D 1]		[1]	
2			2			2	D 2	125	123			123
54			53	1		54	D 54		D 53	D 1		D 54
{ 1			[1]			[1]			[D 1]	[1]		
								6	6			6
2	65		65		2	67	7		7			7
	2	2	4			4	4	D 2	2			2
							2		2			2
	6		6			6	D 6	9	3			3
		2	2			2						
[1]			[1]			[1]			[D 1]	[1]		
56	73	4	130	1	2	133	D 47	13	D 33	D 1		D 34
	1		1			1	D 1	22	19		2	21
		6	6			6						
1	5	56	61		1	62	5	D 56	D 50		D 1	D 51
		6	5		1	6		D 6	D 5		D 1	D 6
1	6	68	73		2	75	4	D 40	D 36			D 36
							6		6			6
1			1			1						
	12 [4]			[4]		[4]	[D 4]			[D 4]		[D 4]
	[4]			[4]		[4]	[D 4]	[4]		[4]		[4]
							1		1			1
	[4]			[4]		[4]	[D 4]	[4]				
							1		1			1
[2]	[4]		[2]	[4]		[6]	[D 4]	[4]	[D 2]	[1]	[1]	
60	79	75	209	1	4	214	438	96	534	D 1		533
[2]	[4]		[2]	[4]		[6]	[D 4]	[4]	[D 2]	[1]	[1]	
57	71	67	191		4	196	89	96	184			184
	8	8	16			16						
							352		352			352
3			2	1		3	D 3		D 2	D 1		D 3

⁶ Two closed cars were converted into a single semi-convertible car.

⁷ Company purchased 20 air-dump cars and 4 rail cars for its " Other Revenue " service.

⁸ An open car was converted from a closed car.

⁹ A closed passenger car was converted from a pay car.

¹⁰ A convertible car was converted into a pay car.

¹¹ A waiting car was converted into a closed passenger car, and a closed passenger car into a flat car.

¹² These cars were used by the Southfield Beach but included in the report of the Richmond Light & Railroad in 1915; this year they are reported by the Southfield Beach.

TABLE II. Rolling stock: (E) Net increase in cars
§ 2. Service

OPERATING STREET RAILWAYS	INSTALLED						Total
	FORM OF TITLE			KIND OF CAR			
	Owned		Leased ¹ — received from lessor	Sweep- ers	Work and wreck- ing cars	All other	
	Pur- chased ² or built	Re- turned by lessee					
Interborough Rapid Transit.....	{ ³ [2] ⁴ 2					[2] 2	[2] 2
BROOKLYN RAPID TRANSIT							
Brooklyn Heights.....			⁵ 6	6			6
Brooklyn, Queens Co. & Sub.....	3			3			3
Coney Island & Brooklyn.....	{ ⁴ [2] 2				[2]		[2] 2
Nassau Electric.....	5			5			5
Total.....	{ [2] 10		6	16	[2]		[2] 16
MANHATTAN SURFACE							
Third Avenue.....							
Dry Dock, E. B'way & B., Recr.....		3	3	5	1		6
42d St., Manh. & St. N. Ave.....		1	11	10	2		12
Belt Line.....		4	5	8	1		9
Total.....		8	19	23	4		27
BRONX SURFACE							
N. Y. City Interborough.....		6		6			6
Union.....	⁴ 1	2	2	2	1	2	5
Westchester Electric.....			2	1		1	2
Total.....	1	8	4	9	1	3	13
QUEENS SURFACE (EXCL. B. R. T.)							
New York & Queens County.....							
New York & Long Island.....	{ ³ [1]					[1]	[1]
New York & North Shore.....	1					1	1
Manhattan & Queens.....	¹⁰ 1					1	1
Total.....	{ [1] 2					[1] 2	[1] 2
RICHMOND AND OTHER SURFACE							
Richmond Light & R. R.....	¹¹ [1]				[1]		[1]
Manhattan Bridge 3-Cent Line.....	¹² [1]				[1]		[1]
Total.....	[2]				[2]		[2]
Grand total.....	{ [7] 15	16	29	48	[4] 5	[3] 7	[7] 65

NOTE.—Companies omitted show no change. Bracketed figures represent changes due to reclassification, reconstruction (save conversion of revenue into service-car and vice versa) or to discrepancies between this and last year's reports. See also general note to Div. A.

¹ Except as noted, the lease is from another operating street-railway company in the First District.

² New except as specified.

³ Transferred from leased to owned.

⁴ Includes 1 car held by respondent with right of reversion in City of New York.

⁵ Part of road and equipment leased from Brooklyn City R.R.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 209

available June 30, 1916, over June 30, 1915 — Concluded
cars

WITHDRAWN							NET INCREASE					
FORM OF TITLE		KIND OF CAR					FORM OF TITLE		KIND OF CAR			
Owned		Leased ¹		Work and wrecking cars	All other	Total	Owned	Leased	Sweepers	Work and wrecking cars	All other	Total
Sold or scrapped	Delivered to lessee	Returned to lessor	Sweepers									
		² [2]			[2]	[2]	[2]	[D 2]				
							2				2	2
								6	6			6
							3		3			3
							[2]			[2]		[2]
7				6	1	7	D 5		2	D 6	D 1	D 5
							5		5			5
							[2]			[2]		[2]
7				6	1	7	3	6	16	D 6	D 1	9
³ 1	20	10	23	4	4	31	D 21	D 10	D 23	D 4	D 4	D 31
							3	3	5	1		6
							1	11	10	2		12
							4	5	8	1		9
1	20	10	23	4	4	31	D 13	9			D 4	D 4
							6		6			6
2	4	6	9	3		12	D 8	D 4	D 7	D 2	2	D 7
								2	1		1	2
2	4	6	9	3		12	3	D 2		D 2	3	1
4					4	4	D 4				D 4	D 4
⁴ [1]					[1]	[1]						
2					2	2	D 2				D 2	D 2
							1				1	1
⁵ 1					1	1						
[1]					[1]	[1]						
7					7	7	D 5				D 5	D 5
⁶ [1]					[1]	[1]				[1]	[D 1]	
							[1]			[1]		[1]
[1]					[1]	[1]	[1]			[2]	[D 1]	[1]
[2]		[2]			[4]	[4]	[5]	[D 2]		[4]	[D 1]	[3]
17	24	16	32	13	12	57	D 10	13	16	D 8	D 5	3

⁶ Consists of 1 sand car and 1 gondola, which the respondent owned but failed to report prior to this year.
⁷ Represents a pay car which was reconstructed into a closed passenger car.
⁸ Represents a pay car which was reconstructed from a convertible passenger car.
⁹ One car, reported in 1915 as a snow-plow, was reclassified in 1916 as an " other service " car.
¹⁰ See note 11, Division E, § 1.
¹¹ Due to a change in classification.
¹² Represents car mentioned in footnote in 1915, but not included in the table.

TABLE III. POWER-PLANT EQUIPMENT, JUNE 30, 1916

EQUIPMENT AND COMPANY	IN SERVICE JUNE 30, 1915		CHANGES DURING YEAR				IN SERVICE JUNE 30, 1916			
	Number of units	Total rated capacity	INSTALLED		WITHDRAWN		Number of units	Total	Maximum individual	Minimum individual
			Number of units	Total rated capacity	Number of units	Total rated capacity				
BONAVAS:		(A. P.)				(A. P.)		(A. P.)	(A. P.)	
Interborough Rapid Transit.....	130	\$731,628	.....	.....	.....	.....	130	\$731,628	\$7,500	\$5,200
Hudson & Manhattan.....	9	8,100	.....	.....	.....	.....	9	8,100	900	900
Brooklyn Rapid Transit system.....	190	91,500	.....	.....	18	4,500	172	87,000	650	250
New York Railways.....	78	\$219,296	.....	.....	.....	.....	78	\$219,296	\$3,344	\$2,965
New York & Long Island.....	3	900	.....	.....	.....	.....	3	900	300	300
New York & North Shore.....	3	1,200	.....	.....	.....	.....	3	1,200	400	400
Staten Island Midland.....	4	1,000	.....	.....	.....	.....	4	1,000	250	250
Total.....	417	{ \$950,924 \$102,700	.....	.....	18	4,500	399	{ \$950,924 \$98,200	—	—
IN										
.....	3	\$4,350,000	.....	.....	.....	.....	3	\$4,350,000	\$1,600,000	\$1,150,000
.....	2	\$3,000	.....	.....	.....	.....	2	\$3,000	\$1,000	\$1,030
.....	33	N. R.	.....	.....	2	N. R.	31	N. R.	N. R.	N. R.
.....	12	\$2,709,587	.....	.....	.....	.....	12	\$2,709,587	\$1,000,000	\$155,417
.....	1	\$1,000	.....	.....	.....	.....	1	\$1,000	—	—
.....	1	\$1,200	.....	.....	.....	.....	1	\$1,200	—	—
Total.....	53	—	.....	.....	2	—	51	—	—	—
SUPPLEMENTARY:										
Interborough Rapid Transit.....	44	\$38,544	.....	.....	.....	.....	44	\$38,544	\$900	\$788
Brooklyn Rapid Transit system.....	78	N. R.	.....	.....	.....	.....	78	N. R.	N. R.	N. R.

ECONOMIZERS									
Interborough Rapid Transit.....	23	.....	.....	.....	.....	.....	.....	.....	.....
Hudson & Manhattan.....	9	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn Rapid Transit system.....	12	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	40	.....	.....	.....	.....	.....	.....	.....	.....
CONDENSERS									
Interborough Rapid Transit.....	23	.....	.....	.....	.....	.....	.....	.....	.....
Hudson & Manhattan.....	9	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn Rapid Transit system.....	43	.....	.....	.....	.....	.....	.....	.....	.....
New York Railways ¹	11	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	81	.....	.....	.....	.....	.....	.....	.....	.....
STEAM ENGINE, RACIPROCATING¹⁰									
Interborough Rapid Transit.....	13	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn Rapid Transit system:									
Direct-connected.....	24	.....	.....	.....	.....	.....	.....	.....	.....
Belted, etc.....	15	.....	.....	.....	.....	.....	.....	.....	.....
New York Railways ¹	11	.....	.....	.....	.....	.....	.....	.....	.....
New York & Long Island.....	2	.....	.....	.....	.....	.....	.....	.....	.....
Staten Island Midland.....	3	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	68	.....	.....	.....	.....	.....	.....	.....	.....
TURBO-UNITS, A. C.									
Interborough Rapid Transit.....	10	.....	.....	.....	.....	.....	.....	.....	.....
Hudson & Manhattan.....	4	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn Rapid Transit system.....	11	.....	.....	.....	.....	.....	.....	.....	.....
New York & North Shore.....	2	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	27	.....	.....	.....	.....	.....	.....	.....	.....

NOTE.—Equipment of Richmond Light & Railroad and station equipment of Third Avenue at Kingsbridge are not included in this table.

¹ All boilers are water-tube except those of the New York & Long Island, which are fire-tube.

² Square feet of heating surface.

³ 12 P. M., August 14, 1915.

⁴ Ports superheaters self-contained in boilers.

⁵ Pounds of steam.

⁶ Square feet of condensing surface.

⁷ Barometric condensers.

⁸ All direct-connected unless otherwise indicated.

⁹ All direct-connected unless otherwise indicated.

TABLE III. Power-plant equipment, June 30, 1916 — Continued

EQUIPMENT AND COMPANY	IN SERVICE JUNE 30, 1916		CHANGES DURING YEAR				IN SERVICE JUNE 30, 1916			
	Number of units	Total rated capacity	INSTALLED		WITHDRAWN		Maximum individual	Minimum individual		
			Number of units	Total rated capacity	Number of units	Total rated capacity				
Brooklyn Rapid Transit system:										
Direct-connected A. C.	13	(kw.) 97,500	.....	(kw.) .....	.....	(kw.) 7,500	(kw.) 7,500	(kw.) 7,500		
Direct-connected A. C.	6	18,200	.....	.....	.....	.....	2,700	2,700		
Direct-connected D. C.	16	23,250	.....	.....	.....	1,600	2,700	2,700		
Belt-connected D. C.	12	4,320	.....	.....	.....	4,320	.....	.....
New York Railways:										
Direct-connected, A. C.	11	28,500	.....	.....	.....	.....	3,500	3,500		
New York & Long Island										
Direct-connected A. C.	2	1,000	.....	.....	.....	.....	500	500		
Staten Island Midland										
Direct-connected D. C.	3	900	.....	.....	.....	.....	300	300		
Total	63	181,680	.....	.....	.....	13,420	.....	.....
Interborough Rapid Transit:										
Motor-driven	3	750	.....	.....	.....	.....	750	250		
Steam-driven	6	1,000	.....	.....	.....	.....	300	250		
Hudson & Manhattan:										
Motor-driven	1	150	.....	.....	.....	.....	150	50		
Steam-driven	4	400	.....	.....	.....	.....	150	150		
Brooklyn Rapid Transit system:										
Motor-driven	8	1,350	.....	.....	.....	.....	350	300		
Steam-driven	4	450	.....	.....	.....	.....	450	150		
New York Railways:										
Motor-driven	2	480	.....	.....	.....	.....	480	150		
Steam-driven	3	305	.....	.....	.....	.....	395	75		

New York & Long Island:		2	60	.....	.....	.....	.....	2	60	30
Steam-driven		2	80	.....	.....	.....	.....	2	50	25
New York & North Shore:		30	5,685	.....	.....	.....	.....	30	5,685	.....
Steam-driven		30	5,685	.....	.....	.....	.....	30	5,685	.....
Total		30	5,685	.....	.....	.....	.....	30	5,685	.....
ROTARIES										
Interborough Rapid Transit	93	165,000	3	12,000	1	1,500	95	175,500	7,500	1,500
Hudson & Manhattan	14	18,750	.....	.....	.....	.....	14	18,750	1,500	1,500
Brooklyn Rapid Transit system	85	121,500	2	8,000	.....	.....	87	129,500	4,000	500
New York Railways	37	37,162	.....	.....	.....	.....	37	37,162	1,500	100
Third Avenue	18	21,500	.....	.....	.....	.....	18	21,500	1,500	1,000
Dry Dock, E. B'way & B. Recr.	" 3	400	.....	.....	.....	.....	" 3	400	200	100
42d St., Manh. & St. N. Ave.	2	200	.....	.....	.....	.....	2	200	100	100
Belt Line	2	400	.....	.....	.....	.....	2	400	200	200
Union	8	" 10,000	.....	.....	.....	.....	8	10,000	1,500	1,000
Westchester Electric	4	3,000	.....	.....	.....	.....	4	3,000	1,500	1,500
New York & Queens County	8	7,500	1	1,500	.....	.....	9	9,000	1,500	250
Long Island Electric	2	1,000	.....	.....	.....	.....	2	1,000	500	500
New York & Long Island	" 2	600	.....	.....	.....	.....	" 2	600	300	300
New York & North Shore	2	400	.....	.....	.....	.....	2	400	200	200
Staten Island Midland	" 2	600	.....	.....	.....	.....	" 2	600	300	300
Total	286	389,612	6	21,500	1	1,500	291	409,612	.....	.....
TRANSFORMERS FOR ROTARIES										
Interborough Rapid Transit	289	183,030	9	12,000	3	1,650	295	193,980	1,480	550
Hudson & Manhattan	46	22,550	.....	.....	.....	.....	46	22,550	550	275
Brooklyn Rapid Transit system	243	138,810	6	8,400	.....	.....	249	147,210	1,650	185
New York Railways	104	38,885	.....	.....	.....	.....	104	38,885	550	110
Third Avenue	56	24,675	.....	.....	.....	.....	56	24,675	550	375
Dry Dock, E. B'way & B. Recr.	9	525	.....	.....	.....	.....	9	525	85	45
42d St., Manh. & St. N. Ave.	6	270	.....	.....	.....	.....	6	270	45	45
Belt Line	6	510	.....	.....	.....	.....	6	510	85	85
Union	24	" 11,100	.....	.....	.....	.....	24	11,100	550	375
Westchester Electric	12	3,225	.....	.....	.....	.....	12	3,225	550	175
New York & Queens County	22	7,650	3	1,500	.....	.....	25	9,150	550	200

No power produced since 12 P. M., August 14, 1915.

¹¹ Includes two 100-kw. rotaries, the property of the Third Avenue.

¹² Changes from figures reported at close of 1915 are due to corrections.

¹³ Returned as station equipment, and in 1915 Report tabulated under Miscellaneous station equipment.

14 "Still carried in Construction-in-process account."

TABLE III. Power-plant equipment, June 30, 1916 — Concluded

EQUIPMENT AND COMPANY	IN SERVICE JUNE 30, 1915		CHANGES DURING YEAR				IN SERVICE JUNE 30, 1916			
	Number of units	Total rated capacity	INSTALLED		WITHDRAWN		Number of units	Total	Maximum individual	Minimum individual
			Number of units	Total rated capacity	Number of units	Total rated capacity				
TRANSFORMERS FOR ROFAVIES — Concluded										
Long Island Electric	2	(kw.) 1,100	.....	.....	.....	.....	2	(kw.) 1,100	550	550
New York & Long Island	3	900	.....	.....	.....	.....	3	900	300	300
New York & North Shore	2	600	.....	.....	.....	.....	2	600	200	200
Staten Island Midland	2	600	.....	.....	.....	.....	2	600	300	300
	4	1,002	.....	.....	.....	.....	4	1,002	300	167
Total	835	436,032	18	22,500	3	1,650	850	456,882	—	—
INDUS										
Brooklyn Rapid Transit system	86	7,546	7	350	.....	.....	93	7,896	550	25
New York Railways	28	1,785	8	300	2	50	34	2,025	75	25
Third Avenue	2	1,050	.....	.....	.....	.....	2	1,050	350	350
Union	4	140	.....	.....	.....	.....	4	1,350	350	150
Westchester Electric	5	112	.....	.....	.....	.....	5	140	50	30
	5	122	.....	.....	.....	.....	5	112	34	5
Total	138	11,795	18	1,700	2	50	154	13,445	—	—
STORAGE-BATTERY CELLS										
Interborough Rapid Transit (sub-station use)	881	(a. h.) 1,940	.....	.....	.....	.....	881	(a. h.) 1,940	(a. h.) N. R.	(a. h.) N. R.
Hudson & Manhattan:										
Generating station (1-hr. rating)	55	60	.....	.....	.....	.....	55	60	(⁽¹⁾) 30	(⁽¹⁾) 30
Sub-station use	110	60	.....	.....	.....	.....	110	60	—	—
Brooklyn Rapid Transit system:										
Generating station (1-hr. rating)	120	3,800	.....	.....	.....	.....	120	3,800	1,900	1,900
Sub-station use	600	720	.....	.....	.....	.....	600	720	60	60

TABLE IV. ELECTRIC POWER, 1916: (A) Electric energy produced, and fuel consumed, by generating stations of street-railway companies

OPERATING STREET RAILWAYS AND STATIONS	Capacity (kw.) at close of year ¹	KW. HOURS GENERATED DURING YEAR		FUEL USED FOR GENERATION			COST OF FUEL		
				TONS OF COAL (2,000 POUNDS)		Pounds per kw. hour generated	Aggregate	AVERAGE PER —	
		Alternating current	Direct current	Anthracite	Bituminous			Ton	Kw. hr. generated (cents)
INTERBOROUGH RAPID TRANSIT Subway Div. (59th st and Eleventh ave)	105,000	383,073,650	\$1,376,220	.....	361,035	1.88	\$1,030,740 10	\$2 94	0.28
Manhattan Ry. (74th street and East river)	\$120,000	274,813,100	\$1,418,910	.....	221,788	1.61	647,175 03	2 92	0.23
Total.....	225,000	\$657,886,750	\$2,795,130	.....	582,853	1.76	\$1,707,915 13	\$2 93	0.26
Hudson & Manhattan Main power-house (Jersey City).....	18,000	\$53,121,200	\$108,570	\$85,943	(*)	3.23	\$138,641 26	\$1 61	0.26
.....	11,900	.....	15,993,536	26,745	7,664	4.55	\$71,909 49	\$1 98	0.45
.....	21,600	48,225,500	11,665,880	86,663	15,805	3.43	194,517 39	1 90	0.32
.....	82,500	346,172,700	.....	119,633	305,304	2.46	1,061,478 20	2 50	0.31
.....	5,800	.....	.....	.....	.....	.....	.....	.....	.....
.....	3,500	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	125,360	\$394,398,200	\$27,659,393	235,041	328,873	2.67	\$1,327,905 08	\$2 35	0.31
NEW YORK RAILWAYS 96th street and East river.....	38,500	\$9,659,024	.....	.....	14,485	3.00	\$43,302 33	\$2 99	0.45
NEW YORK & LONG ISLAND Rockville Center.....	1,000	\$4,067,400	.....	.....	9,513	3.83	33,143 42	3 48	0.67
NEW YORK & NORTH SHORE Douglaston.....	2,000	2,758,200	\$4,172,000	.....	15,353	3.78	14,903 04	2 78	0.53
Grand total.....	\$409,860	1,122,790,774	30,635,096	320,984	941,057	2.19	\$3,205,803 23	\$2 59	0.26

NOTE.—Electric energy used by the Staten Island street railway companies is furnished by the lighting department of the Richmond Light & Railroad, which reports 6,806,596 kw. hours A. C. delivered at the Livingston sub-station and 4,208,914 kw. hours A. C. at the Concord sub-station, and also 60,076 kw. hours D. C. supplied from Livingston station. Further details regarding power used by these companies are not available.

¹ For installations and retirements of generators during the year, see Table III.

² From July 1 to July 29, 1915, capacity was 97,500 kw., and from July 30, 1915 to April 12, 1916, 127,500.

³ Used at generating station.

⁴ Includes 5,912,345 kw. hours used at generating stations.

⁵ Represents 50,063,535 kw. hours net production, and 3,057,665 used by auxiliaries.

⁶ The amount of anthracite and bituminous not separately reported; all tabulated as anthracite.

⁷ Company reports this item as "anthracite-coal equivalent."

⁸ The street-railway companies of the Brooklyn Rapid Transit system produce no power, but obtain it under contract from the associated Transit Development Company, data for which are entered under the heading, "Brooklyn Rapid Transit system." These street-railway companies which have generating plants lease them to the Transit Development Company.

⁹ Not operated during year but not withdrawn from service.

¹⁰ Includes 4,069,674 kw. hours used at generating stations.

¹¹ Includes 1,600,514 kw. hours used at generating stations.

¹² Power plant closed down Aug. 14, 1915.

¹³ Includes 241,111 kw. hours used at generating station.

¹⁴ Net output from generating station. Company reports "no record" of power used there.

¹⁵ Semi-bituminous.

¹⁶ Excludes 900 kw. capacity of Staten Island Midland.

TABLE IV. Electric power, 1916: (B) Maximum peak loads and output by months, by generating stations

Operating Street Railways, Stations, Etc.	July	August	September	October	November	December	January
INTERBOROUGH RAPID TRANSIT							
.....	76,750	76,650	78,350	81,700	85,700	89,000	92,300
.....	26,994,000	27,000,360	26,760,690	29,750,870	31,077,780	35,321,120	36,835,370
.....	47,500	64,800	64,700	71,000	76,300	87,500	88,100
.....	15,510,265	19,582,055	20,761,850	22,692,120	23,013,170	27,340,150	26,534,050
HUDSON & MANHATTAN							
Main power house:	14,000	13,900	13,800	14,400	15,100	14,900	14,800
Maximum peak load (kw.)	4,071,500	4,009,700	3,942,000	4,217,000	4,127,500	4,815,500	4,877,800
Output (kw. hrs.)							
BROOKLYN RAPID TRANSIT							
Eastern:	7,384	7,580	7,544	7,453	8,100	9,000	10,700
Maximum peak load (kw.)	1,339,460	1,292,676	1,070,804	1,199,780	1,149,260	1,267,296	1,505,432
Output (kw. hrs.)							
Central:	17,400	17,100	17,600	17,500	20,100	20,400	22,500
Maximum peak load (kw.)	6,452,880	5,022,270	4,550,260	4,418,670	4,417,140	5,314,020	5,543,960
Output (kw. hrs.)							
Williamsburg:	65,200	66,600	66,900	68,600	78,400	85,300	86,500
Maximum peak load (kw.)	27,314,900	26,801,600	25,464,000	27,409,800	28,161,800	33,477,200	32,134,000
Output (kw. hrs.)							
NEW YORK RAILWAYS							
96th street and East river:	26,800	17,025	.....	.....	.....	.....	.....
Maximum peak load (kw.)	7,555,369	1,802,564	.....	.....	.....	.....	.....
Output (kw. hrs.)							
NEW YORK & LONG ISLAND							
Rockville Center:	13,300	14,300	14,300	14,800	16,400	16,800	17,300
Maximum peak load (kw.)	386,600	402,700	388,300	388,200	411,900	410,600	466,500
Output (kw. hrs.)							
NEW YORK & NORTH BROOKS							
Douglarton:	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.
Maximum peak load (kw.)	344,100	224,000	243,500	223,700	216,700	239,600	239,000
Output (kw. hrs.)							
Grand total generated, A. C. and D. C.	87,909,064	96,197,935	93,181,404	90,801,140	92,575,250	106,285,583	108,631,112

TABLE IV. Electric power, 1916: (B) Maximum peak loads and output by months, by generating stations — Continued

OPERATING STREET RAILWAYS, STATIONS, ETC.	February	March	April	May	June	Year ended June 30, 1916
HUDSON RAPID TRANSIT						
.....	96,300	94,400	98,300	93,800	83,100	96,500
.....	25,461,840	27,829,700	33,376,150	31,999,300	30,194,190	279,101,330
.....	86,300	83,100	75,700	63,700	63,100	86,100
.....	26,297,740	27,334,100	23,056,000	21,453,380	20,293,525	272,873,075
HUDSON & MANHATTAN						
Main power house:	15,400	16,000	15,100	14,700	14,400	16,000
Maximum peak load (kw.)	4,083,300	5,234,300	4,438,600	4,464,500	4,239,500	53,121,200
Output (kw. hrs.)	.....	.....	.....	.....	.....	.....
BROOKLYN RAPID TRANSIT						
Eastern:	10,976	9,730	9,330	7,584	7,832	10,976
Maximum peak load (kw.)	1,508,082	1,609,644	1,304,943	1,266,384	1,300,600	15,993,536
Output (kw. hrs.)	.....	.....	.....	.....	.....	.....
Central:	20,900	19,800	19,700	18,300	17,300	22,500
Maximum peak load (kw.)	5,040,950	5,501,990	4,689,210	4,980,670	4,954,340	59,891,380
Output (kw. hrs.)	.....	.....	.....	.....	.....	.....
Williamsburg:	82,700	63,600	74,100	68,100	67,700	86,800
Maximum peak load (kw.)	31,669,800	33,299,100	27,963,800	26,882,100	25,004,300	346,172,700
Output (kw. hrs.)	.....	.....	.....	.....	.....	.....
NEW YORK RAILWAYS						
96th street and East river:	.....	.....	.....	.....	.....	26,800
Maximum peak load (kw.)	.....	.....	.....	.....	.....	9,417,913
Output (kw. hrs.)	.....	.....	.....	.....	.....	.....
NEW YORK & LONG ISLAND						
Rockville Center:	16,800	15,200	14,300	15,100	15,300	17,300
Maximum peak load (kw.)	415,500	472,800	445,600	412,000	366,700	4,967,400
Output (kw. hrs.)	.....	.....	.....	.....	.....	.....
NEW YORK & NORTH SHORE						
Doughlaston:	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.
Maximum peak load (kw.)	232,600	257,500	216,300	219,300	212,000	2,758,300
Output (kw. hrs.)	.....	.....	.....	.....	.....	.....
Grand total generated, A. C. and D. C.	105,399,822	111,629,134	93,381,168	91,657,694	87,177,615	1,144,291,714

The difference (9,129,155 kw. hours) between this total and the totals of alternating and direct current generated as given in Division A is accounted for by the omission here of all current used at the generating stations of the Interborough, Hudson & Manhattan, New York Railways and New York & North Shore.

TABLE IV. Electric power, 1916: (C) Source and disposition of A. C. power (kw. hrs.)

OPERATING STREET RAILWAYS	A. C. generated by own machines	Purchased by the kilowatt hour	Total A. C. available	Used at generating and sub-stations	Miscellaneous use (for lighting, etc.)	Sold by the kilowatt hour as A. C.	Available for transmission to and conversion at own sub-stations	LOSS IN TRANSMISSION AND CONVERSION	
								Quantity	Per cent
PRODUCING COMPANIES									
Interborough Rapid Transit.....	657,886,750	4,257	657,891,007	Est 8,196,096	Est 10,341,850	145,170,261	494,182,800	Est 47,309,611	10.45
Hudson & Manhattan.....	53,121,200	5,000	53,126,200	3,057,665	12,439,226	6,286,865	41,842,444	2,528,484	6.12
Brooklyn Rapid Transit.....	394,338,200	.....	394,338,200	4,069,674	1,925,665	.....	388,402,861	37,195,371	9.58
New York Railways.....	9,659,024	116,909,112	126,568,136	241,111	N. S.	3,596,252	122,730,773	10,127,043	8.25
New York & Long Island.....	4,967,400	.....	4,967,400	N. R.	N. R.	.....	4,967,400	546,414	11.00
New York & North Shore.....	2,758,200	.....	2,758,200	N. R.	N. R.	.....	2,758,200	568,261	20.60
PURCHASING COMPANIES									
Third Avenue.....	.....	115,118,317	115,118,317	N. S.	.....	61,411,664	53,706,653	4,382,404	8.16
Dry Dock, E. B'way & B., Recr.....	.....	629,580	629,580	N. R.	N. R.	.....	629,580	86,692	13.77
42d St., Manh. & St. N. Ave.....	.....	443,790	443,790	.....	.....	.....	443,790	72,563	16.35
Belt Line.....	.....	1,701,389	1,701,389	.....	.....	.....	1,701,389	241,832	14.21
Mid-Crosstown.....	.....	574,415	574,415	.....	.....	.....	574,415	83,741	14.58
N. Y. City Interborough.....	.....	9,087	9,087	.....	9,087	.....	.....	.....	.....
Pelham Park & City Island.....	.....	133,600	133,600	.....	830	.....	132,770	Est 26,554	20.00
Union.....	.....	39,540,203	39,540,203	N. S.	32,957	.....	39,507,246	Est 3,160,580	8.00
Westchester Electric.....	.....	8,860,000	8,860,000	N. S.	2,392	.....	8,857,608	Est 708,607	8.00
New York & Queens County.....	.....	25,868,388	25,868,388	N. R.	N. R.	.....	25,868,388	Est 3,750,916	14.50
Long Island Electric.....	.....	3,668,852	3,668,852	N. R.	N. R.	.....	3,668,852	Est 498,964	13.60
Marine.....	.....	88,893	88,893	N. R.	N. R.	.....	88,893	16,108	18.12

NOTE.— See general note to Div. A.

1 Includes current for tunnel signals.

2 Includes current used at sub-stations.

3 Exclusive of 1,673,418 kw. hours loss in transmission from generating stations of Interborough Rapid Transit to the sub-stations of New York Railways.

4 Estimated loss of 1 per cent in transmission and 10 per cent in "conversion, etc."

5 Lost in conversion. No loss in transmission as the current purchased is measured at sub-station.

TABLE IV. Electric power, 1916: (D) Source and disposition of D. C. power (kw. hrs.) up to distribution to line

Operating Street Railways	D. C. generated by own machines	Purchased (exclusive of uncontracted current)	D. C. converted from A. C.	Total D. C. available	Used at generating and sub-stations	Miscellaneous uses (for lighting, etc.)	Sold to	Used for cars on respondent's tracks
PRODUCING COMPANIES								
Interborough Rapid Transit.....	2,785,130	203,830	446,873,180	449,658,149	Est. 6,237,728	Est. 8,983,433	13,076,043	421,613,335
Hudson & Manhattan.....	108,570	490,790	38,813,965	39,302,325	133,180	170,280	699,312	38,639,847
Brooklyn Rapid Transit.....	27,659,396		351,207,490	378,866,886	1,000,514		194,212	377,072,160
New York Railways.....		* 8,092,094	112,603,730	119,695,824		* 8,101,311	7,026,763	103,657,760
New York & Long Island.....		1,838,440	4,420,986	6,259,426		N. R.	43,800	* 6,308,986
New York & North Shore.....	72,000		2,189,939	2,261,939	Est. 78,000	N. R.		2,189,939
PURCHASING COMPANIES								
Second Avenue, Receiver.....		* 10,616,874		10,616,874		728,304		9,891,570
Third Avenue.....		1,190	49,334,249	49,335,439		2,412,939	24,743,060	* 23,169,400
Dry Dock, E. B'way & B. Recr.....		* 3,906,583	7,542,881	4,440,471		253,214		* 4,096,287
42d St., Manh. & St. N. Ave.....		* 13,305,586	* 871,227	13,676,813		158,529		* 13,518,481
Belt Line.....		* 3,401,055	* 1,459,557	4,860,612		346,846		* 4,513,706
Mid-Croton.....		* 7,456,843	* 490,674	7,947,517		N. R.		490,674
N. Y. City Interborough.....			* 106,216	106,216		N. R.		* 7,208,722
Pelham Park & City Island.....						N. R.		106,216
Southern Boulevard.....		* 2,496,065		2,496,065		N. R.		* 2,496,065
Union.....		* 2,151,253	36,348,666	38,499,919		918,891	10,614,363	* 26,967,105
Westchester Electric.....		* 1,494,442	8,149,001	9,643,443		* 256,070	* 2,243,863	* 7,111,519
New York & Queens County.....		* 1,31,451	23,117,472	23,148,923		N. R.	* 2,567	* 22,143,256
Long Island Electric.....		230,000	3,169,888	3,449,888		N. R.	1,059,241	* 2,390,647
Manhattan & Queens.....		2,830,727		2,830,727		N. R.		2,830,727
Manhattan Bridge 3-Cent Line.....		1,917,368		1,917,368		N. R.		1,917,368
Bush Terminal.....		* 332,684		332,684		N. R.		332,684
Marine.....			72,785	72,785		N. R.		72,785

NOTE.—See general note to Div. A.

* "Received at electric line." Current is bought of another Third Avenue system company (or companies), and the subdivision by uses is largely estimated.

Union Railway

from Interborough Rapid Transit.

* Includes 2,434,088 kw. hours estimated feeder loss.

* Includes 266,876 kw. hours estimated feeder loss.

* Received at electric line from Brooklyn Edison.

* "Received at electric line." Current is bought of another Third Avenue system company (or companies), and the subdivision by uses is largely estimated.

* Includes 2,434,088 kw. hours estimated feeder loss.

* Includes 266,876 kw. hours estimated feeder loss.

* Received at electric line from Brooklyn Edison.

TABLE IV. Electric power, 1916: (B) Power distributed to line and car miles operated thereby

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NOTE.—Electric energy used by the Staten Island street railway companies is furnished by the lighting department of the Richmond Light & Railroad, which reports 6,806,596 kw. hours A. C. delivered at the Livingston sub-station and 4,208,914 kw. hours A. C. at the Concord sub-station, and also 60,076 kw. hours D. C. supplied from Livingston station. Further details regarding power used by these companies are not available.

¹ If no figures are directly reported, the amount of others' power used by respondent and of respondent's power used by others is estimated by multiplying the number of car-miles reported by the average number of kw. hours per car-mile used by the consuming company when operating on its own tracks, or, when this is not possible, by the average for the selling company.

² Estimated on the basis of 3 kw. hours per car-mile.

³ Estimated on the basis of 2.15 kw. hours per car-mile.

⁴ Estimated on the basis of 3.83 kw. hours per car-mile.

⁵ Respondent operates cars for 0.04 miles on New York & Queens County tracks (one direction), where respondent's own power is used. No record is kept of this mileage, but it is included in the total mileage, column 1, and the corresponding kw. hours in the total, column 2.

⁶ Computed on the basis of respondent's power consumption on its own tracks. These figures exclude system companies.

⁷ Includes current used for storage-battery cars.

⁸ Includes current used for cars of respondent on track of other companies.

⁹ Estimated on the basis of 2.57 kw. hours per car-mile.

¹⁰ Estimated on the basis of 3.56 kw. hours per car-mile.

¹¹ Power furnished from third rail of the Long Island Railroad Company. The charge is based on estimated power consumption per car-mile.

¹² Separation between power used on respondent's tracks and that used on others' tracks not reported; all mileage made and all power used entered under the latter head.

¹³ Estimated on the basis of 2.81 kw. hours per car-mile.

¹⁴ " Power charged to the Brooklyn & North River R. R. Co. is based on ton miles of said company operated on Flatbush Avenue extension."

¹⁵ Estimated on arbitrary basis of 3 kw. hrs. per car mile.

¹⁶ This figure omits one-half the car-miles of the Bridge Operating Company.

TABLE V. TRAFFIC STATISTICS:

OPERATING STREET RAILWAYS	REVENUE		
	REGULAR PASSENGER CARS		
	Active	Idle	Total
Interborough Rapid Transit.....	137,725,023	3,624,122	141,349,145
Rapid Transit (Subway div.).....	70,132,538	1,908,598	72,041,136
Manhattan (Elevated div.).....	67,592,485	1,715,524	69,308,009
Hudson & Manhattan.....	7,788,953	178,759	7,967,712
Total.....	145,513,976	3,802,881	149,316,857
BROOKLYN RAPID TRANSIT			
New York Consolidated.....	38,403,390	726,209	39,129,599
Brooklyn Heights.....	27,668,094	105,861	27,773,955
Bridge Operating ¹	802,091	50,215	852,306
Brooklyn, Queens Co. & Sub.....	5,881,989	84,522	5,966,511
Coney Island & Brooklyn.....	6,391,517	4,412	6,395,929
Coney Island & Gravesend.....	224,134	1,373	225,507
Nassau Electric.....	18,413,020	188,603	18,602,223
South Brooklyn.....	1,717,419	64,253	1,781,672
Total.....	99,502,254	1,225,448	100,727,702
MANHATTAN SURFACE			
New York Railways.....	33,984,073	376,913	34,360,986
Second Avenue, Receiver.....	3,024,410	16,992	3,041,402
Brooklyn & North River.....	894,215	72,576	966,791
Third Avenue.....	7,039,276	38,051	7,077,327
Dry Dock, E. B'way & B., Recr.....	1,477,547	16,580	1,494,127
42d St., Manh. & St. N. Ave.....	4,022,983	37,422	4,060,405
Belt Line.....	2,179,531	361	2,179,892
Mid-Crosstown.....	332,826	56,958	389,784
Total.....	52,954,881	615,853	53,570,714
BRONX SURFACE			
N. Y. City Interborough.....	2,503,204	106,206	2,609,410
Pelham Park & City Island.....	121,906	.....	121,906
Southern Boulevard.....	815,765	16,023	831,788
Union.....	10,425,727	214,515	10,640,242
Westchester Electric.....	2,365,910	100,983	2,466,893
Total.....	16,232,512	437,727	16,670,239
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....	5,788,231	344,617	6,132,848
Long Island Electric.....	914,297	28,644	942,941
New York & Long Island.....	1,583,148	89,088	1,672,236
Ocean Electric.....	474,319	8,878	483,197
New York & North Shore.....	607,750	2,138	609,888
Manhattan & Queens.....	979,421	20,710	1,000,131
Total.....	10,347,166	494,075	10,841,241
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....	1,560,206	.....	1,560,206
Staten Island Midland.....	1,725,774	.....	1,725,774
Southfield Beach.....	26,306	.....	26,306
Total — Richmond.....	3,312,286	.....	3,312,286
Manhattan Bridge 3-Cent Line.....	408,050	543	408,603
Bush Terminal.....	11,339	.....	11,339
Van Brunt St. & Erie Basin.....	235,864	.....	235,864
Marine.....	67,083	.....	67,083
Total — Misc. Bklyn.....	722,346	543	722,889
Total.....	4,034,632	543	4,035,175
Grand total.....	328,585,401	6,576,527	335,161,928

¹ Figures given are for 100 per cent operation, as reported by the Brooklyn Heights.² Freight.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 225

CAR MOVEMENT, 1916

CAR MILES OF —			Non-revenue car miles	Total car miles	Electric- locomotive miles
Special passenger (chartered) cars	Mail, express and freight cars	Total			
.....	.....	141,349,145	1,090,586	142,439,731	.....
.....	.....	72,041,136	466,580	72,507,696	.....
.....	.....	69,308,009	624,026	69,932,035	.....
.....	.....	7,967,712	29,761	7,997,473	.....
.....	.....	149,316,857	1,120,347	150,437,204	.....
201	.....	39,129,800	258,180	39,387,980	8,269
48,087	.....	27,822,042	274,156	28,096,198	.....
.....	.....	852,306	.....	852,306	.....
.....	.....	5,966,511	.....	5,966,511	.....
.....	.....	6,395,929	34,500	6,430,429	.....
.....	.....	225,507	.....	225,507	.....
.....	.....	18,602,223	17,035	18,619,258	.....
.....	1 704,442	2,486,114	.....	2,486,114	55,429
48,288	704,442	101,480,432	583,871	102,064,303	63,688
.....	.....	24,360,986	112,663	24,473,649	.....
.....	.....	3,041,402	20,097	3,061,499	.....
.....	.....	966,791	2,136	968,927	.....
223	.....	7,077,550	31,609	7,109,159	.....
78	.....	1,494,205	12,327	1,506,532	.....
51	.....	4,080,456	20,189	4,080,645	.....
.....	.....	2,179,892	6,685	2,186,577	.....
.....	.....	389,784	1,208	390,992	.....
352	.....	53,571,066	206,914	53,777,980	.....
375	.....	2,609,785	3,267	2,613,052	.....
.....	.....	121,906	20	121,926	.....
.....	.....	831,788	.....	831,788	.....
12,170	1 14,740	10,667,152	93,795	10,760,947	.....
4,317	.....	2,471,210	9,030	2,480,240	.....
16,862	14,740	16,701,841	106,112	16,807,953	.....
12,306	1 1,936	6,147,090	76,412	6,223,502	.....
1,795	.....	944,736	18,395	963,131	.....
950	.....	1,673,186	27,573	1,700,759	.....
63	.....	483,260	68	483,328	.....
616	.....	610,504	5,044	615,548	.....
.....	.....	1,000,131	10,206	1,010,337	.....
15,730	1,936	10,858,907	137,698	10,996,605	.....
1,647	.....	1,561,873	11,154	1,573,027	.....
1,950	.....	1,727,724	10,708	1,738,432	.....
.....	.....	26,306	.....	26,306	.....
3,617	.....	3,315,903	81,862	3,337,765	.....
.....	.....	408,603	.....	408,603	.....
.....	1 18,715	30,054	.....	30,054	778
.....	.....	235,864	.....	235,864	.....
.....	.....	67,083	.....	67,083	.....
.....	18,715	741,604	.....	741,604	778
3,617	18,715	4,057,507	21,862	4,079,369	778
84,849	739,833	335,986,610	2,176,804	338,163,414	64,466

1 Express.

TABLE V. Traffic statistics:

OPERATING STREET RAILWAYS	ACTIVE CAR-SEAT MILES (REGULAR PASSENGER CARS)	
	Total	Per car mile
Interborough Rapid Transit.....	6,891,331,256	50.04
Rapid Transit (Subway div.).....	3,646,891,976	52.00
Manhattan (Elevated div.).....	3,244,439,280	48.00
Hudson & Manhattan.....	342,712,950	44.00
Total.....	7,234,045,206	49.71
BROOKLYN RAPID TRANSIT		
New York Consolidated.....	2,269,339,626	59.09
Brooklyn Heights.....	1,234,495,083	44.62
Bridge Operating.....	28,643,826	35.71
Brooklyn, Queens Co. & Sub.....	254,559,107	43.28
Coney Island & Brooklyn.....	287,265,458	44.94
Coney Island & Gravesend.....	9,300,039	41.49
Nassau Electric.....	824,543,818	44.78
South Brooklyn.....	90,204,608	52.52
Total.....	4,998,351,565	50.23
MANHATTAN SURFACE		
New York Railways.....	1,440,681,824	42.39
Second Avenue, Receiver.....	133,055,562	43.99
Brooklyn & North River.....	32,204,263	36.01
Third Avenue.....	353,052,348	50.15
Dry Dock, E. B'way & B., Recr.....	52,014,655	35.20
42d St., Manh. & St. N. Ave.....	195,446,630	48.58
Belt Line.....	68,969,556	31.64
Mid-Crosstown.....	8,457,934	25.41
Total.....	2,283,882,772	43.13
BRONX SURFACE		
N. Y. City Interborough.....	107,060,937	42.77
Pelham Park & City Island.....	3,043,786	24.97
Southern Boulevard.....	32,927,397	40.36
Union.....	479,350,748	45.98
Westchester Electric.....	101,998,869	43.11
Total.....	724,381,737	44.63
QUEENS SURFACE (EXCL. B. R. T.)		
New York & Queens County.....	240,285,991	41.51
Long Island Electric.....	38,359,931	41.96
New York & Long Island.....	69,005,987	43.59
Ocean Electric.....	23,645,927	49.85
New York & North Shore.....	29,172,000	48.00
Manhattan & Queens.....	47,024,611	48.01
Total.....	447,494,447	43.25
RICHMOND AND OTHER SURFACE		
Richmond Light & R. R.....	76,245,103	48.87
Staten Island Midland.....	75,273,628	43.62
Southfield Beach.....	1,183,822	45.00
Total — Richmond.....	152,702,553	46.10
Manhattan Bridge 3-Cent Line.....	19,586,880	48.00
Bush Terminal.....	453,560	40.00
Van Brunt St. & Erie Basin.....	9,038,840	38.32
Marine.....	1,610,000	24.00
Total — Miscellaneous Bklyn.....	30,689,280	42.49
Total.....	183,391,833	45.45
Grand total.....	15,871,547,560	48.30

¹For this ratio the active passenger-car miles are used.²Allowance is made for the operation of certain lines for less than a full year.³Includes 5 cars for share in Brooklyn bridge locals.⁴Includes 1 car for share in Brooklyn bridge locals.⁵Includes 2 cars for share in Brooklyn bridge locals.⁶Freight.⁷A large proportion of these cars are operated during the summer months only.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 227

Car movement, 1916 — Continued

REVENUE CAR HOURS				REGULAR PASSENGER CAR TRIPS (ROUND)		Average number of passenger cars operated per day ²	Number of routes or car lines
Regular passenger (active and idle)	Special passenger (chartered cars)	Mail, express and freight cars	Total	Number during year	Average length (miles) ¹		
8,440,920	.....	.....	8,440,920	6,511,987	21.15	2,557	7
3,839,579	.....	.....	3,839,579	2,670,021	26.27	1,009	3
4,601,341	.....	.....	4,601,341	3,841,966	17.59	1,548	4
431,649	.....	.....	431,649	1,022,545	7.62	122	5
8,872,569	.....	.....	8,872,569	7,534,532	19.31	2,679	12
3,104,641	10	.....	3,104,651	2,430,393	15.80	924	15
3,542,762	12,277	.....	3,555,039	3,159,867	8.76	953	41
91,666	.....	.....	91,666	258,451	3.10	22	1
725,792	.....	.....	725,792	665,888	8.83	162	9
738,779	.....	.....	738,779	537,313	11.90	186	3
28,749	.....	.....	28,749	40,112	5.59	6	1
2,240,331	.....	.....	2,240,331	1,936,462	9.51	632	21
135,988	.....	6 170,930	306,918	248,633	6.91	111	8
10,608,708	12,287	170,930	10,791,925	9,277,119	10.73	2,808	91
4,925,285	.....	.....	4,925,285	3,172,023	10.71	1,160	21
420,403	.....	.....	420,403	300,502	10.06	72	3
137,995	.....	.....	137,995	150,469	5.94	35	1
882,319	48	.....	882,317	641,947	10.97	235	5
226,522	21	.....	226,543	285,198	5.18	68	4
573,642	11	.....	573,653	539,975	7.45	181	4
360,813	.....	.....	360,813	419,309	5.20	106	3
72,667	.....	.....	72,667	75,733	4.39	26	1
7,599,646	80	.....	7,599,726	5,585,156	9.48	1,883	42
310,019	70	.....	310,089	320,856	7.80	71	6
20,655	.....	.....	20,655	22,348	5.45	7	1
92,973	.....	.....	92,973	66,449	12.28	32	1
1,229,161	2,165	6 3,448	1,234,774	1,125,158	9.27	366	21
293,816	891	.....	294,707	340,171	6.96	45	16
1,946,624	3,126	3,448	1,953,198	1,874,982	8.66	521	45
644,755	2,116	10 373	647,244	616,499	9.39	156	11
92,019	318	.....	92,337	54,542	16.76	17	2
137,131	151	.....	137,282	60,936	25.98	30	3
53,535	18	.....	53,553	43,944	10.79	9	3
56,516	99	.....	56,615	49,273	12.33	9	4
104,930	.....	.....	104,930	114,468	8.56	11 30	2
1,088,886	2,702	373	1,091,961	939,662	11.01	252	25
178,888	185	.....	179,073	172,328	9.05	33	5
181,119	188	.....	181,307	133,020	12.97	50	6
2,740	.....	.....	2,740	8,320	3.16	1	1
362,747	373	.....	363,120	315,668	10.56	84	18
53,551	.....	.....	53,551	101,486	4.02	11	1
2,763	.....	6 6,498	9,261	7,662	1.49	1	1
36,852	.....	.....	36,852	84,834	2.78	6	1
11,298	.....	.....	11,298	24,663	2.72	2	1
104,464	.....	6,498	110,962	218,645	3.30	20	4
467,211	373	6,498	474,082	532,313	7.58	104	16
20,583,644	18,568	181,249	30,783,461	25,743,764	12.76	8,247	231

¹ In arriving at this total, deductions have been made for duplication as follows: Nassau, 83 elevated and subway cars; South Brooklyn, 51 elevated and 54 surface cars; total, 188 cars.

² In arriving at this total, deductions have been made for duplication as follows: Nassau, 1 route; South Brooklyn, 7 routes.

¹⁰ Express.

¹¹ Includes 8 cars used as locals on Queensboro bridge.

TABLE V. Traffic statistics:

OPERATING STREET RAILWAYS	Average length of owned or leased running track (miles) ¹	PAS
		Total regular (active and idle)
Interborough Rapid Transit.....	187.00	141,349,145
Rapid Transit (Subway div.).....	78.81	72,041,136
Manhattan (Elevated div.).....	108.19	69,308,009
Hudson & Manhattan.....	16.85	7,967,712
Total.....	203.85	149,316,857
BROOKLYN RAPID TRANSIT		
New York Consolidated.....	154.22	39,129,599
Brooklyn Heights.....	219.23	27,773,955
Bridge Operating.....	² [3.09]	852,308
Brooklyn, Queens Co. & Sub.....	57.04	5,966,511
Coney Island & Brooklyn.....	46.82	6,395,929
Coney Island & Gravesend.....	7.49	225,507
Nassau Electric.....	133.40	18,602,223
South Brooklyn.....	20.97	1,781,672
Total.....	644.17	100,727,702
MANHATTAN SURFACE		
New York Railways.....	148.81	34,360,986
Second Avenue, Receiver.....	23.81	3,041,402
Brooklyn & North River.....	3.65	966,791
Third Avenue.....	34.00	7,077,327
Dry Dock, E. B'way & B., Recr.....	13.43	1,494,127
42d St., Manh. & St. N. Ave.....	20.56	4,060,405
Belt Line.....	22.00	2,179,892
Mid-Croastown.....	4.60	389,784
Total.....	270.86	53,570,714
BRONX SURFACE		
N. Y. City Interborough.....	31.42	2,609,410
Pelham Park & City Island.....	3.29	121,906
Southern Boulevard.....	9.83	831,788
Union.....	129.69	10,640,242
Westchester Electric.....	41.60	2,466,893
Total.....	215.83	16,670,239
QUEENS SURFACE (EXCL. B. R. T.)		
New York & Queens County.....	73.24	6,132,848
Long Island Electric.....	25.23	942,941
New York & Long Island.....	41.31	1,672,236
Ocean Electric.....	8.45	483,197
New York & North Shore.....	37.68	609,888
Manhattan & Queens.....	17.02	1,000,131
Total.....	202.93	10,841,241
RICHMOND AND OTHER SURFACE		
Richmond Light & R. R.....	30.11	1,560,206
Staten Island Midland.....	30.75	1,725,774
Southfield Beach.....	3.14	26,306
Total — Richmond.....	64.00	3,312,286
Manhattan Bridge 3-Cent Line.....	4.47	406,603
Bush Terminal.....	4.30	11,339
Van Brunt St. & Erie Basin.....	2.32	235,834
Marine.....	2.15	67,083
Total — Misc. Bklyn.....	13.24	722,852
Total.....	77.24	4,035,175
Grand total.....	1,614.88	335,161,928

¹ The track mileage used is the average in use for the year, making allowance for the date and amount of additions made within the year.

² This track is included in the mileage of other B. R. T. companies; the figure given is the length of the round trip.

³ The figure tabulated is computed on the basis of 333 days; the average per day for the actual number of days of operation is 158.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 229

Car movement, 1916 — Concluded

PASSENGER CAR MILES			PASSENGER CAR HOURS				Average speed (miles per hour) ^a
Per mile of track	Per day	Per passenger car per annum	Total regular (active and idle)	Per mile of track	Per day	Per passenger car per annum	
755,878	386,200	55,279	8,447,920	45,139	23,063	3,371	16.75
914,112	196,834	71,399	3,839,579	48,719	10,491	3,805	18.76
640,614	189,366	44,773	4,601,341	42,530	12,572	2,972	15.03
472,861	21,770	65,809	431,649	25,617	1,179	3,538	18.46
732,484	407,970	55,736	8,872,569	43,525	24,242	3,312	16.83
253,726	106,911	42,348	3,104,641	20,131	8,482	3,360	12.60
126,689	75,885	29,144	3,542,762	16,160	9,680	3,717	7.84
275,827	2,329	38,741	91,666	29,665	250	4,167	9.30
104,602	16,302	36,830	725,792	12,724	1,983	4,480	8.22
136,607	17,475	34,387	738,779	15,779	2,018	3,972	8.66
30,108	616	37,585	28,749	3,838	79	4,792	7.84
134,409	50,828	29,434	2,240,331	16,187	6,121	3,545	8.30
84,963	4,868	16,051	135,988	6,485	372	1,225	13.10
156,368	275,212	35,872	10,608,708	16,469	28,986	3,778	9.49
230,905	96,882	29,622	4,925,285	33,098	13,457	4,246	6.98
127,736	8,310	42,242	420,408	17,657	1,149	5,839	7.23
264,874	2,642	27,623	137,995	37,807	377	3,943	7.01
208,157	19,337	30,116	882,319	25,951	2,411	3,755	8.02
111,253	4,092	21,972	226,522	16,867	619	3,331	6.60
197,491	11,094	22,433	573,642	27,901	1,567	3,169	7.08
99,086	5,956	20,565	360,813	16,401	986	3,404	6.04
84,736	1,065	14,992	72,667	15,797	198	2,795	5.36
197,780	146,368	28,450	7,599,646	28,057	20,764	4,636	7.05
83,049	7,129	36,752	310,019	9,867	847	4,366	8.42
37,053	333	17,415	20,655	6,278	56	2,951	5.90
84,617	2,273	25,993	92,973	9,458	254	2,905	8.95
82,044	29,072	29,072	1,229,161	9,478	3,358	3,358	8.66
59,300	6,740	54,820	293,816	7,063	803	6,529	8.40
77,238	45,547	31,997	1,946,624	9,019	5,319	3,736	8.56
83,736	16,757	39,063	644,755	8,803	1,762	4,107	9.51
37,374	2,576	55,467	92,019	3,647	251	5,413	10.25
40,480	4,560	55,741	137,131	3,320	375	4,571	12.19
57,183	1,320	53,689	53,535	6,336	146	5,948	9.08
16,186	1,666	67,765	56,516	1,500	154	6,280	10.79
58,762	2,733	33,338	104,930	6,165	287	3,498	9.53
53,424	29,621	43,021	1,088,886	5,366	2,975	4,321	9.96
51,817	4,263	47,279	178,888	5,941	489	5,421	8.72
56,123	4,715	34,515	181,119	5,890	495	3,672	9.53
8,378	72	26,306	2,740	873	7	2,740	9.60
51,754	9,050	39,432	362,747	5,668	991	4,518	9.13
91,140	1,117	37,146	53,551	11,980	146	4,868	7.63
2,637	31	11,339	2,763	643	7	2,763	4.16
101,666	644	39,311	36,852	15,884	101	6,142	6.40
31,201	183	33,542	11,298	5,255	31	5,649	5.94
54,599	1,975	36,144	104,464	7,890	285	5,223	6.52
52,242	11,025	38,800	467,211	6,049	1,276	4,402	8.64
207,546	915,743	40,640	30,583,644	18,939	83,562	3,708	10.96

^a The figure tabulated is computed on the basis of 366 days; the average per day for the actual number of days of operation is 17.

^b Derived from total regular passenger-car miles, active and idle, divided by total regular passenger-car hours, active and idle.

TABLE VI. TRAFFIC STATISTICS:

OPERATING STREET RAILWAYS	NUMBER OF REVENUE			
	5-cent fares	4-cent and 3-cent fares	3}-cent fares	Other fares (indicate in footnotes)
Interborough Rapid Transit.....	690,057,099	1 3,595,018		
Rapid Transit (Subway div.).....	369,035,193	1 2,470,125		
Manhattan (Elevated div.).....	311,021,903	1 1,224,893		
Hudson & Manhattan.....	23,583,318			1 39,610,216
Total.....	703,740,414	3,695,018		39,610,216
TRANSET				
.....	194,067,686			
.....	164,628,869	1 2,906,189	1 2,456,793	1 1,979,025
Sub.....	31,560,652	1 604,166		1 15,813,802
1.....	14,141,744	1 983,695	1 655,141	1 629,556
2d.....	1,331,583	1 62,907		
.....	99,664,049	1 1,835,690	1 982,716	1 832,762
.....	7,490,355			
Total.....	533,603,884	6,392,647	4,094,650	19,255,145
MANHATTAN SURFACE				
New York Railways.....	257,028,563	1 17,390,697		1 371,931
Second Avenue Receiver.....	15,944,219	1 2,104,860		
Brooklyn & North River.....	1,130,065	1 10,741	743,475	1 3,334,327
Third Avenue.....	52,674,844	1 1,311,883		1 293,117
Dry Dock, E. B'way & B. Recr.....	8,074,973			1 3,733
42d St., Manh. & St. N. Ave.....	37,629,284	1 1,593,269		1 17,937,950
Belt Line.....	8,350,820			
Mid-Croastown.....	1,455,116			
Total.....	382,287,864	22,401,450	743,475	21,941,058
BRONX SURFACE				
N. Y. City Interborough.....	11,594,357	1 3,652,865		
Pelham Park & City Island.....	452,260			
Southern Boulevard.....	4,610,539			
Union.....	54,759,329		43,122	
Westchester Electric.....	9,107,803		315,462	
Total.....	80,524,288	3,652,865	358,584	
QUEENS SURFACE (EXCL. B. R. T.)				
New York & Queens County.....	28,373,608			
Long Island Electric.....	4,418,933			
New York & Long Island.....	8,001,191		81,170	1 262,254
Ocean Electric.....	3,006,609			
New York & North Shore.....	2,519,800		16,080	1 365,650
Manhattan & Queens.....	4,323,940	1 66,722	2,779,536	
Total.....	50,645,991	66,722	2,826,786	627,904
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.....	7,854,011	1 80,197	6,074	1 4,002
Staten Island Midland.....	6,585,529	1 121,814	6,614	1 3,446
Southfield Beach.....	211,845			1 2
Total — Richmond.....	14,651,385	202,011	12,688	1 12,450
Manhattan Bridge 3-Cent Line.....		1 216,261	4,692,216	1 39,659
Bush Terminal.....				1 775,778
Van Brunt St. & Erie Basin.....		1 1,527,737		
Marine.....	130,469			
Total — Misc. Bklyn.....	130,469	1,743,998	4,692,216	315,437
Total.....	14,781,854	1,952,009	4,704,904	827,887
Grand total.....	1,785,584,295	38,160,711	12,728,399	82,262,210

1 At 4 cents. 2 The separate maxima for subway and elevated divisions are derived from provisional daily figures. 3 "Other fares" include 25,905,385 at 7 cents. 4 Of these, 25,905,385 were at 7 cents and 13,704,831 at variable rates, the average being 4.843 cents and ranging for the different months from 4.82 to 4.86. 5 Three-cent passengers, of whom 67,321 constituted this company's share of 3-cent passengers on the Brooklyn bridge locals. 6 This company's share of 24-cent passengers on Brooklyn bridge locals. 7 Composed of 478,687 at 3} cents and 1,500,338 at 1}. 8 All Williamsburg bridge local traffic is entered opposite the Bridge Operating Composed of 690,997 at 2 cents and 15,122,805 at 1}. 9 At 3 cents. 10 Three-cent passen-

PASSENGER MOVEMENT, 1916

PASSENGERS		AVERAGE NUMBER OF REVENUE PASSENGERS PER —					Car-seat miles per revenue pas- senger
Total	Maximum in one day	Day	Mile of track	Pas- senger- car mile	Pas- senger- car hour	Pas- senger- car trip	
683,752,114	2,469,561	1,863,175	3,656,428	4.84	81.00	105.00	10.08
371,505,318	1,385,253	1,015,042	4,713,936	5.16	96.76	139.14	9.82
312,246,793	1,115,891	853,133	2,886,097	4.51	67.86	81.27	10.39
63,293,534	252,880	172,933	3,756,293	7.94	146.63	61.90	5.41
747,045,648	—	2,041,108	3,664,683	5.00	84.20	99.15	9.68
194,067,686	872,772	530,240	1,258,382	4.96	62.51	79.85	11.69
171,970,876	594,962	469,866	784,431	6.19	48.54	54.42	7.18
15,813,802	56,845	43,207	5,117,735	18.55	172.52	61.19	1.81
32,164,818	117,745	87,882	563,899	5.39	44.32	48.30	7.91
37,129,082	216,648	101,446	793,018	5.81	50.26	69.10	7.74
1,394,490	39,797	3,810	186,180	6.18	48.51	34.76	6.67
103,315,217	372,296	282,282	746,497	5.55	46.12	53.35	7.98
7,490,355	79,174	20,465	357,194	4.20	55.08	30.13	12.04
563,346,326	—	1,539,198	874,531	5.59	53.10	60.72	8.87
274,781,191	925,905	750,768	1,846,524	8.00	55.79	86.63	5.24
18,049,079	66,417	49,314	758,046	5.93	42.93	60.06	7.37
5,218,608	19,164	14,259	1,429,756	5.40	37.82	34.68	6.17
54,279,844	183,716	148,306	1,596,466	7.67	61.52	84.56	6.50
8,078,706	30,031	22,073	601,542	5.41	35.66	28.33	6.44
39,222,533	148,130	107,165	1,421,329	9.66	68.37	72.64	4.98
26,288,770	87,018	71,827	1,194,944	12.06	72.86	62.70	2.62
1,455,116	7,192	3,976	316,330	3.73	20.02	19.21	5.81
427,373,847	—	1,167,688	1,577,840	7.98	56.24	76.52	5.34
15,247,222	60,112	41,659	485,271	5.84	49.18	47.52	7.02
452,260	7,101	1,236	137,465	3.71	21.90	20.24	6.73
4,610,539	18,328	12,597	469,027	5.54	49.59	69.38	7.14
54,802,451	254,194	149,733	422,565	5.15	44.59	48.71	8.75
9,423,265	56,872	25,747	226,521	3.82	32.07	27.70	10.82
84,535,737	—	230,972	391,677	5.07	43.43	45.09	8.57
28,373,608	138,462	77,523	387,406	4.63	44.01	46.02	8.47
4,418,933	35,730	12,073	175,146	4.69	48.02	81.02	8.68
8,294,525	49,274	22,663	200,787	4.96	60.49	136.12	8.32
3,008,609	40,856	8,220	356,048	6.23	56.20	68.46	7.86
2,901,530	14,450	7,928	77,005	4.76	51.34	58.89	10.05
7,170,198	38,234	19,591	421,281	7.17	68.33	62.64	6.56
54,167,403	—	147,998	266,926	5.00	49.75	57.65	8.26
7,950,284	63,491	21,722	264,041	5.10	44.44	46.13	9.59
6,722,403	71,275	18,367	218,515	3.90	37.12	50.54	11.20
211,847	10,833	579	67,467	8.05	77.32	25.46	5.59
14,884,534	—	40,668	232,571	4.49	41.03	47.45	10.26
4,908,477	17,635	13,411	1,098,093	12.01	91.66	48.37	3.99
39,659	666	108	9,223	3.50	14.35	5.18	11.44
2,303,515	8,936	6,294	992,894	9.77	62.51	27.15	3.92
130,469	3,670	356	60,683	1.94	11.55	5.29	12.34
7,382,180	—	20,170	557,562	10.21	70.67	53.76	4.16
22,266,654	—	60,838	288,279	5.52	47.66	41.83	8.24
1,898,735,615	—	5,187,802	1,175,775	5.67	62.08	73.76	8.36

gers, of whom 18,068 constituted this company's share of 3-cent passengers on the Brooklyn bridge locals. ¹² Composed of 496,468 at 1½ cents and 133,088 at 3½. ¹³ Three-cent passengers, of whom 27,128 constituted this company's share of 3-cent passengers on the Brooklyn bridge locals. ¹⁴ Composed of 164,003 at 3½ cents and 668,759 at 1½. ¹⁵ At 1½ cents. ¹⁶ At 3½ cents. ¹⁷ At 2 cents. ¹⁸ At 3½ cents. ¹⁹ Composed of 320,838 at 10 cents and 44,812 at 15. ²⁰ At 4½ cents. ²¹ The figure tabulated is computed on the basis of 366 days; the average per day for the actual number of days of operation is 1,276. ²² At 1½ cents.

TABLE VI. Traffic statistics:

OPERATING STREET RAILWAYS	AMOUNT OF FARES	
	Total	Average per revenue passenger (cents)
Interborough Rapid Transit	\$14,150,675 58	4 99
Rapid Transit (Subway div.)	18,553,584 03	4 99
Manhattan (Elevated div.)	18,600,090 87	5 07
Hudson & Manhattan	3,661,252 03	5 78
Total	\$37,811,907 53	5 06
N RAPID TRANSIT		
.....	\$9,703,384 31	5 00
.....	8,421,808 57	4 97
.....	265,866 71	1 08
Sub.	1,506,157 58	4 96
.....	1,991,856 42	4 85
.....	68,466 36	4 91
.....	5,079,727 14	4 92
.....	374,517 67	5 00
Total	\$27,311,784 76	4 85
MANHATTAN SURFACE		
New York Railways	\$13,379,047 91	4 87
Second Avenue, Recriver	860,356 75	4 77
Brooklyn & North River	186,556 67	3 57
Third Avenue	2,677,983 97	4 93
Drv Dock, E. B'way & B. Recr	403,810 86	5 00
42d St. Manh. & St. N. Ave	1,920,261 27	4 92
Belt Line	776,370 00	2 95
Mid-Crosstown	72,755 80	5 00
Total	\$20,296,073 16	4 75
BRONX SURFACE		
N Y City Interborough	\$725,832 45	4 76
Palham Park & City Island	22,613 00	5 00
Southern Boulevard	230,526 95	5 00
Union	2,739,044 46	5 00
Westchester Electric	463,962 67	4 92
Total	\$4,181,969 53	4 95
QUEENS SURFACE (EXCL. B. R. T.)		
New York & Queens County	\$1,418,683 40	5 00
Long Island Electric	227,946 05	5 00
New York & Long Island	410,855 95	4 95
Ocean Electric	150,451 45	5 00
New York & North Shore	165,197 60	5 69
Manhattan & Queens	237,687 06	4 61
Total	\$2,653,819 11	4 90
RICHMOND AND OTHER SURFACE		
Richmond Light & R. R.	\$396,483 39	4 99
Staten Island Midland	334,694 43	4 98
Southfield Beach	10,592 34	5 00
Total — Richmond	741,767 16	4 98
Manhattan Bridge 3-Cent Line	123,793 23	2 52
Bush Terminal	793 16	2 00
Van Brunt St. & Erie Basin	57,784 92	2 51
Marine	6,523 45	5 00
Total — Misc Bklyn	188,894 78	2 56
Total	\$930,661 94	4 18
Grand total	\$93,176,216 05	4 91

¹ Points where transfer slips are used to effect a change of cars without paying an additional fare. The locality basis involves no duplication except in the case of exchange of transfers between companies, in which case each company counts each locality. Such intercompany transfers are few except in the case of associated companies. The second basis used relates to the viewpoint of the car line by which the transfer slip is issued, and counts — once for each line — each point where two or more lines exchange transfers. Data entered above are in part compiled from tariff reports, instead of from the annual returns of the companies. Returns for transfer points classified with reference to whether the transfer is made to other lines of the same company, to lines of associated companies or to those of companies not associated are presented in Table VIII as returned by companies for individual lines. ² At 149th street and Third avenue between elevated and subway lines, and at Grand Central between Queens and main-line. In addition there are 7 localities

TABULATIONS FROM RETURNS OF STREET RAILWAYS 233

Passenger movement, 1916 — Concluded

NUMBER OF TRANSFER POINTS ¹		Number of transfers collected	Revenue and transfer passengers combined	RATIO (PER CENT) OF TRANSFERS TO —		Pas- sengers (employees and others) carried free
Localities (for each company)	Stopping points (for each car line)			Revenue and transfer passengers combined	Revenue passengers	
² [2]	³ [6]	² [27,732,355]	683,752,114	—	—	N. R.
[2]	[4]	[15,470,860]	371,505,318	—	—	N. R.
	[2]	[12,261,495]	312,246,796	—	—	N. R.
			63,293,534	—	—	N. R.
[3]	[6]	² [27,732,355]	747,045,648	—	—	—
13	17	² 7,638,119	201,705,805	3.79	3.94	697,116
² 234	² 556	87,454,778	259,425,654	83.71	50.85	1,062,138
			15,813,802			
75	107	20,409,108	52,573,926	88.82	63.45	213,691
² 60	² 80	14,488,362	51,617,444	28.07	39.02	253,761
4	5	309,977	1,704,467	18.19	22.23	13,235
² 179	² 324	45,513,074	148,828,291	30.58	44.05	672,980
6	17	1,821,890	9,312,245	19.56	24.32	38,478
571	1,106	177,635,308	740,981,634	23.97	31.53	2,951,399
129	296	108,521,893	383,303,084	28.31	39.49	N. R.
7	13	1,151,137	19,200,216	6.00	6.38	N. R.
14	14	4,262,033	9,480,641	44.96	81.67	N. R.
16	24	9,421,293	63,701,137	14.79	17.36	N. R.
18	29	1,854,612	9,933,318	18.67	22.96	N. R.
16	28	8,986,867	48,209,400	18.64	22.91	N. R.
20	22	1,294,947	27,583,717	4.69	4.93	N. R.
7	7	926,408	2,381,524	38.90	63.67	N. R.
227	433	136,419,190	563,793,037	24.20	31.92	—
² 32	² 45	6,034,480	21,281,702	28.36	39.58	N. R.
			452,260			N. R.
10	10	2,613,224	7,223,763	36.18	56.68	N. R.
57	148	26,808,887	81,611,338	32.85	48.92	N. R.
15	51	2,994,925	12,418,190	24.12	31.78	N. R.
114	254	38,451,516	122,987,253	31.26	45.49	—
12	39	8,964,862	27,338,470	24.01	31.60	N. R.
2	2	239,536	4,658,469	5.14	5.42	² 110
2	6	96,273	8,390,798	1.15	1.16	² 1,435
			3,008,609			28,955
2	4	159,455	3,060,985	5.21	5.50	33,589
			7,170,198			38,981
18	51	9,460,126	63,627,529	14.87	17.46	—
10	22	1,584,182	9,534,466	16.62	19.93	92,040
10	17	668,728	7,391,131	9.05	9.95	60,887
			211,847			254
20	39	2,252,910	17,137,444	13.15	15.14	153,181
			4,908,477			29,031
			39,659			
(²)	(²)		2,303,515			2,936
			130,469			
			7,388,180			31,997
20	39	2,252,910	24,519,534	9.19	10.12	185,178
950	1,883	364,219,050	2,262,954,665	16.09	19.18	—

where joint-rate tickets are interchanged with intersecting lines of the New York City Interborough. Figures are bracketed and excluded from totals since transfer at all other points on rapid-transit routes is made without slips. ² Correct figure, \$3,661,255.03; adjusted to correct error in 1915 accounts. ⁴ All the Williamsburg bridge local traffic is entered opposite the Bridge Operating. ¹ Represents passes to employees only. ⁶ Joint-rate tickets are exchanged between the Van Brunt Street & Erie Basin and intersecting lines of B. R. T. companies at one locality not included in the table. ⁷ In addition, joint-rate tickets are exchanged with the Interborough at three of the localities here included and at four others. ⁸ In addition, joint-rate tickets are exchanged with the Interborough at six of the stopping points here included and at five others. ⁹ From surface lines only.

TABLE VII. TRAFFIC STATISTICS—CAR AND PASSENGER

OPERATING STREET RAILWAYS	July, 1915	August, 1915	September, 1915	October, 1915	November, 1915
Interborough Rapid Transit.....	11,085,924	10,745,729	10,325,566	11,146,527	11,187,437
Rapid Transit (Subway div.).....	5,441,891	5,298,842	5,022,377	5,581,971	5,814,339
Manhattan (Elevated div.).....	5,644,033	5,446,887	5,283,189	5,564,556	5,366,091
Hudson & Manhattan.....	609,758	601,015	596,086	630,524	631,856
Total.....	11,695,682	11,346,744	10,901,652	11,777,051	11,812,286
BROOKLYN RAPID TRANSIT					
New York Consolidated.....	3,479,335	3,269,724	2,947,255	3,012,160	2,916,900
Brooklyn Heights.....	2,429,551	2,366,037	2,236,541	2,307,457	2,266,094
Bridge Operating.....	67,475	67,843	64,723	70,071	68,238
Brooklyn, Queens Co. & Sub.....	513,453	502,620	487,247	498,912	479,728
Coney Island & Brooklyn.....	657,773	618,641	524,564	500,930	497,855
Coney Island & Gravesend.....	29,957	29,043	19,383	16,055	15,630
Nassau Electric.....	1,672,560	1,619,842	1,504,768	1,526,555	1,496,708
South Brooklyn.....	248,305	226,936	173,033	110,708	105,811
Total.....	9,098,409	8,700,686	7,957,514	8,042,848	7,846,964
MANHATTAN SURFACE					
New York Railways.....	2,903,567	2,912,421	2,830,094	2,939,513	2,842,548
Second Avenue, Receiver.....	269,556	262,352	251,071	255,804	241,468
Brooklyn & North River.....	77,553	76,386	72,262	75,765	72,908
Third Avenue.....	661,767	624,854	592,043	608,474	565,012
Dry Dock, E. B'way & B., Recr.....	127,713	126,949	120,979	127,582	122,998
42d St., Manh. & St. N. Ave.....	353,333	347,771	335,940	342,991	333,591
Belt Line.....	195,351	192,759	188,832	191,296	180,043
Mid-Crosstown.....	29,230	29,228	25,963	29,286	27,957
Total.....	4,618,075	4,572,720	4,417,184	4,570,711	4,386,525
BRONX SURFACE					
N. Y. City Interborough.....	213,321	207,387	206,335	212,534	205,190
Pulham Park & City Island.....	13,567	13,545	11,697	9,943	9,133
Southern Boulevard.....	69,856	68,551	65,686	68,363	65,894
Union.....	939,895	899,345	840,853	849,929	827,296
Westchester Electric.....	208,206	207,025	196,734	198,701	192,943
Total.....	1,444,845	1,395,853	1,321,305	1,339,470	1,300,456
QUEENS SURFACE (EXCL. B. R. T.)					
New York & Queens County.....	560,794	546,503	490,682	472,006	451,226
Long Island Electric.....	82,905	81,383	77,391	75,796	73,352
New York & Long Island.....	141,304	138,717	135,390	134,516	128,544
Ocean Electric.....	60,735	60,286	44,586	36,262	34,939
New York & North Shore.....	55,891	54,271	53,645	51,882	49,785
Manhattan & Queens.....	88,991	84,074	80,555	82,014	77,491
Total.....	990,620	965,234	882,249	852,478	815,337
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.....	152,990	151,425	135,363	126,061	120,832
Staten Island Midland.....	218,561	214,193	165,625	125,099	117,822
Southfield Beach.....	6,842	6,666	5,599	615	(1)
Total — Richmond.....	378,393	372,284	306,587	251,775	238,654
Manhattan Bridge 3-Cent Line.....	37,090	36,420	34,804	36,330	35,097
Bush Terminal.....	961	998	940	932	897
Van Brunt St. & Erie Basin.....	21,011	20,953	20,188	20,566	20,041
Marine.....	6,517	7,118	5,927	5,973	6,093
Total — Misc. Bklyn.....	65,579	65,489	61,859	63,801	62,128
Total.....	443,972	437,773	368,446	315,576	300,782
Grand total.....	28,291,603	27,419,010	25,848,350	26,898,134	26,462,350

¹ Not in operation.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 235

MOVEMENT BY MONTHS, 1916: (A) Passenger-car miles (active)

December, 1915	January, 1916	February, 1916	March, 1916	April, 1916	May, 1916	June, 1916	Year, July, 1915, to June, 1916
11,912,474 8,304,838 8,647,536 699,200	11,948,019 8,257,781 8,658,238 670,488	11,330,850 8,535,133 8,501,717 637,181	12,428,319 8,404,763 8,648,068 695,172	11,860,822 8,107,825 8,748,097 666,153	12,151,535 8,188,219 8,985,316 691,637	11,864,286 8,346,469 8,717,759 653,837	137,785,083 70,132,838 67,593,488 7,788,963
12,651,680	12,632,507	11,974,081	13,147,991	12,523,675	12,843,192	11,711,086	145,513,078
3,222,534 2,324,671 67,701 492,488 511,625 15,861 1,526,882 108,647	3,253,344 2,323,787 68,686 492,851 512,634 15,746 1,534,889 108,273	3,033,152 2,125,908 63,874 456,253 470,347 14,831 1,303,498 103,194	3,406,686 2,204,773 67,773 489,308 507,559 15,876 1,408,947 110,006	2,239,228 2,293,008 66,200 480,597 508,670 15,861 1,608,347 104,788	3,346,014 2,379,323 67,108 503,323 547,124 18,127 1,662,416 134,637	3,274,158 2,399,856 63,809 485,109 532,796 17,975 1,538,410 183,101	38 27 1 1 15,..... 1,717,419
8,271,209	8,330,110	7,660,183	8,406,017	8,216,559	8,596,092	8,384,713	99,502,254
2,366,679 244,521 74,417 546,696 124,379 328,924 173,629 25,996	2,388,898 250,200 77,081 554,970 127,343 338,975 181,811 28,788	2,577,697 238,228 68,010 532,895 109,751 298,756 153,754 23,730	2,728,231 239,225 69,222 550,312 113,946 310,466 162,742 24,598	2,629,712 246,632 74,327 577,967 122,779 332,259 180,449 29,682	2,687,937 268,734 80,153 604,398 128,295 353,033 190,280 31,183	2,776,481 266,619 78,081 570,892 134,928 347,844 188,585 28,252	23,964,073 8,024,410 894,315 7,039,276 1,477,547 4,022,983 2,179,531 332,536
4,405,440	4,474,161	3,968,811	4,198,980	4,393,807	4,548,866	4,381,632	52,954,881
205,512 8,980 65,279 837,283 189,314	212,880 8,831 67,078 866,497 200,097	194,282 8,128 61,447 787,909 186,488	210,135 8,281 66,208 845,509 198,142	207,379 8,843 70,863 892,658 193,152	217,534 10,290 75,058 937,307 201,825	209,765 10,968 71,498 901,176 196,782	2,503,204 121,906 815,765 10,425,787 2,366,910
1,306,346	1,355,378	1,239,204	1,320,338	1,372,895	1,441,514	1,388,868	15,232,512
456,984 75,786 130,499 24,241 49,689 77,089	453,123 75,584 131,127 22,885 49,848 74,626	426,537 70,063 121,328 30,842 46,567 70,799	463,651 74,497 137,659 38,004 47,003 78,406	463,629 73,612 131,344 31,187 48,894 81,094	501,715 77,415 133,309 34,604 51,141 94,515	501,170 75,983 129,192 40,657 49,478 89,769	6,788,231 914,297 1,533,148 474,319 907,750 979,421
834,257	817,199	765,737	826,309	829,760	892,789	886,197	10,247,166
125,128 121,307 (1) 248,435 26,804 978 18,834 5,285 61,801	124,844 121,089 (1) 246,008 22,307 960 19,982 5,596 59,703	116,514 112,324 (1) 248,848 29,856 861 17,106 5,007 59,829	125,147 121,842 (1) 248,859 22,409 978 18,287 5,220 58,829	121,190 120,511 (1) 241,671 21,376 926 18,998 4,801 56,100	123,264 125,821 945 264,730 22,818 978 20,219 4,983 58,996	122,378 151,900 5,039 229,917 21,749 940 19,730 4,651 57,070	1,500,206 1,725,774 28,396 3,512,286 408,060 11,339 235,664 67,083 792,346
268,336	308,706	261,677	308,678	297,771	323,728	346,987	4,034,622
27,767,291	27,806,061	25,907,593	28,207,460	27,533,867	28,649,180	27,006,502	328,585,401

TABLE VII. Traffic statistics — car and passenger

¹ Not in operation.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 237

movement by months, 1916: (B) Car-seat miles (active)

January, 1916	February, 1916	March, 1916	April, 1916	May, 1916	June, 1916	Year, July, 1915, to June, 1916
598,547,036 326,944,612 271,545,424 29,765,463 628,325,498	567,579,839 308,426,916 264,082,416 28,036,000 595,545,832	623,553,224 333,046,056 290,307,168 30,587,579 653,940,803	593,563,556 317,006,900 275,956,656 29,310,727 622,874,283	608,018,556 321,683,388 286,335,168 30,432,899 638,451,455	578,468,890 304,016,388 274,452,432 28,769,707 607,238,527	6,891,331,256 3,646,891,976 3,244,439,280 342,712,950 7,234,045,206
193,314,496 92,162,040 2,447,736 19,932,458 16,993,253 410,052 59,235,335 5,651,220 390,126,596	181,935,725 83,789,672 2,239,834 18,447,172 15,562,969 386,590 58,284,298 5,265,802 360,912,062	205,788,815 91,010,667 2,417,170 19,830,012 16,828,144 414,054 57,318,735 5,563,670 399,171,267	195,632,584 91,990,962 2,364,508 19,482,134 17,845,747 426,850 58,758,752 5,288,066 391,798,598	201,995,448 110,549,622 2,391,024 22,058,264 27,857,824 1,026,857 74,776,332 6,829,091 447,484,462	198,746,689 117,597,338 2,256,062 22,423,106 31,308,259 1,162,708 79,352,250 9,625,601 462,466,604	2,269,339,696 1,234,495,082 28,643,826 254,559,197 267,265,458 9,300,039 824,543,818 90,204,698 4,998,351,565
114,423,222 9,007,209 2,774,916 29,513,450 4,629,983 16,441,175 5,955,634 748,488 183,494,068	102,286,896 8,216,208 2,376,360 26,893,596 4,001,476 14,477,506 5,107,304 590,720 163,950,665	108,449,462 8,612,100 2,495,592 27,740,842 4,158,546 15,194,641 5,376,668 639,236 172,667,087	114,002,719 9,116,727 2,675,772 29,186,987 4,464,704 16,230,293 5,947,954 771,732 182,396,888	129,154,771 13,389,912 2,885,508 30,508,955 4,677,643 17,513,233 6,290,355 809,588 205,229,965	126,450,745 13,945,949 2,821,639 28,817,442 4,548,088 17,013,244 6,165,612 734,552 208,497,293	1,440,681,824 123,065,562 32,204,263 353,652,348 52,614,655 195,446,630 68,969,556 8,457,934 2,283,882,772
8,068,794 229,606 2,414,664 36,791,062 7,833,429 55,357,566	7,478,493 211,328 2,215,432 33,423,878 7,302,488 50,641,610	7,979,031 215,306 2,383,488 35,881,884 7,678,172 54,137,881	8,089,241 229,918 2,551,078 37,857,476 7,559,244 56,286,957	10,170,237 267,540 2,705,807 45,672,089 8,715,451 67,531,124	10,436,904 277,368 2,513,460 45,670,867 10,313,694 69,212,298	107,060,937 3,043,786 32,927,397 479,350,748 101,998,869 724,381,737
18,186,095 2,563,782 5,777,836 1,634,088 2,202,608 3,584,196 34,138,605	17,143,144 2,392,494 5,344,124 1,539,213 2,186,736 2,287,510 31,993,231	18,725,824 2,525,278 5,657,987 1,642,638 2,289,264 3,726,156 34,566,247	18,795,350 2,527,303 5,657,491 1,559,098 2,346,912 3,832,617 34,718,771	21,025,696 3,762,106 5,922,834 1,736,171 2,454,768 4,465,764 39,367,339	21,589,385 4,061,738 5,704,867 2,047,589 2,374,848 4,229,230 40,007,647	240,285,991 38,359,981 69,085,987 23,645,927 29,172,000 47,024,611 447,494,447
4,841,663 4,822,642 (1) 9,664,306 1,598,736 28,249 518,232 122,192 2,287,400 11,951,705 1,303,404,032	4,508,581 4,285,089 (1) 8,793,670 1,433,088 24,440 444,739 120,180 2,032,438 10,826,108 1,213,868,427	4,863,311 4,804,599 (1) 9,667,901 1,555,632 38,920 475,462 125,272 2,195,286 11,863,187 1,326,346,472	4,670,738 4,832,519 (1) 9,503,257 1,506,048 37,000 949,900 115,219 2,608,167 12,111,424 1,300,186,921	5,985,266 5,785,096 42,531 11,812,893 1,575,264 39,120 1,010,950 119,593 2,744,927 14,557,820 1,412,622,165	8,227,296 7,252,180 253,790 15,729,176 1,523,952 37,600 986,500 111,629 2,659,681 18,392,857 1,397,815,190	76,245,103 75,273,628 1,183,822 162,702,553 19,586,880 453,560 9,038,840 1,610,000 30,689,280 183,391,838 15,871,547,560

TABLE VII. Traffic statistics — car and passenger movement

OPERATING STREET RAILWAYS	July, 1915	August, 1915	September, 1915	October, 1915	November, 1915
Interborough Rapid Transit.....	683,449	663,265	636,068	692,486	679,132
Rapid Transit (Subway div.).....	297,333	289,647	274,009	301,402	312,279
Manhattan (Elevated div.).....	386,116	373,618	362,059	391,084	366,842
Hudson & Manhattan.....	33,773	33,279	33,056	35,0 3	35,188
Total.....	717,222	696,544	669,124	727,579	744,320
BROOKLYN RAPID TRANSIT					
New York Consolidated.....	292,278	265,579	242,817	251,241	243,276
Brooklyn Heights.....	308,026	300,25	285,530	294,336	287,695
Bridge Operating.....	7,754	7,682	7,254	7,970	7,716
Brooklyn, Queens Co. & Sub.....	63,107	61,767	60,031	61,363	59,102
Coney Island & Brooklyn.....	73,678	69,514	60,136	57,919	57,566
Coney Island & Gravesend.....	4,139	3,907	2,621	1,949	1,886
Nassau Electric.....	199,687	193,985	181,505	185,499	182,100
South Brooklyn.....	20,292	18,787	13,939	8,545	8,106
Total.....	958,961	921,479	853,835	868,822	847,447
MANHATTAN SURFACE					
New York Railways.....	407,669	411,232	404,337	423,628	405,938
Second Avenue, Receiver.....	36,062	35,491	33,705	35,222	33,406
Brooklyn & North River.....	11,885	11,673	10,918	11,599	11,042
Third Avenue.....	80,078	75,991	72,882	74,789	70,556
Dry Dock, E. B'way & B., Recr.....	19,263	19,049	18,095	19,156	18,363
42d St., Manh. & St. N. Ave.....	48,415	47,5 8	46,362	48,695	47,209
Belt Line.....	30,518	29,967	29,830	31,077	29,125
Mid-Crosstown.....	6,272	6,207	5,799	6,227	5,732
Total.....	640,2 2	637,208	621,928	650,393	621,371
BRONX SURFACE					
N. Y. City Interborough.....	26,173	25,387	25,236	26,031	25,204
Pelham Park & City Island.....	2,346	2,351	2,027	1,669	1,496
Southern Boulevard.....	8,025	7,747	7,436	7,774	7,432
Union.....	111,426	106,362	98,617	100,094	96,658
Westchester Electric.....	26,341	26,048	24,527	24,305	23,530
Total.....	174,311	167,895	157,843	159,923	154,329
QUEENS SURFACE (EXCL. B. R. T.)					
New York & Queens County.....	61,525	59,798	54,265	52,358	49,960
Long Island Electric.....	8,970	8,667	8,100	7,415	7,125
New York & Long Island.....	12,457	12,211	12,058	11,550	10,868
Ocean Electric.....	7,618	7,598	5,370	3,698	3,402
New York & North Shore.....	5,078	4,930	4,919	4,807	4,605
Manhattan & Queens.....	9,329	8,897	8,370	8,580	8,215
Total.....	104,977	102,101	93,082	88,408	84,175
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.....	17,603	17,302	15,438	14,237	13,808
Staten Island Midland.....	22,524	22,010	17,153	13,229	12,498
Southfield Beach.....	719	693	576	63	(1)
Total — Richmond.....	40,846	40,005	33,167	27,529	26,306
Manhattan Bridge 3-Cent Line.....	4,815	4,771	4,654	4,771	4,654
Bush Terminal.....	234	234	225	234	216
Van Brunt St. & Erie Basin.....	3,062	3,091	2,994	3,033	2,851
Marine.....	1,119	1,926	1,065	837	810
Total — Misc. Bklyn.....	9,230	10,022	8,938	8,875	8,531
Total.....	50,076	50,027	42,105	36,404	34,837
Grand total.....	2,645,779	2,575,254	2,437,917	2,531,529	2,456,470

¹ Not in operation.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 239

by months, 1916: (C) Passenger-car hours (active and idle)

December, 1915	January, 1916	February 1916	March, 1916	April, 1916	May, 1916	June, 1916	Year, July, 1915, to June, 1916
740,109 353,457 286,645 39,053	723,333 344,332 383,990 37,634	691,417 320,709 370,708 35,496	757,525 349,767 407,758 38,684	722,716 336,055 386,661 37,037	741,346 339,950 401,396 38,417	706,092 320,628 384,464 34,949	8,440,920 3,839,579 4,601,341 431,649
779,155	765,956	726,903	796,209	759,753	779,763	740,041	8,872,569
265,653 301,238 7,794 61,343 60,205 1,910 188,598 8,374	262,833 296,248 7,880 60,545 59,388 1,884 186,492 8,312	242,243 277,164 7,244 56,679 56,012 1,779 173,444 7,959	270,290 302,998 7,798 61,064 60,750 1,913 187,502 8,579	256,705 291,904 7,614 59,174 58,983 1,895 181,753 8,051	263,915 303,446 7,690 62,011 63,252 2,308 193,331 10,465	257,806 293,921 7,270 59,606 61,376 2,556 186,375 14,579	3,104,641 3,542,767 91,666 725,792 738,779 28,749 2,240,331 125,968
896,120	883,582	822,524	900,952	866,079	906,418	883,489	10,608,708
430,456 35,203 11,848 74,191 19,546 40,090 20,764 6,076	413,517 34,677 11,590 72,096 19,081 47,446 29,799 5,887	394,770 33,140 10,716 70,086 18,004 44,718 28,212 5,861	429,733 36,781 11,586 74,240 19,473 48,235 30,835 6,525	402,582 34,176 11,240 71,597 18,493 46,921 29,682 6,051	408,972 36,490 12,073 74,447 19,255 50,419 30,950 6,307	392,431 36,050 11,825 71,366 18,744 48,534 29,984 5,723	4,925,285 420,408 137,995 882,319 226,522 573,642 360,813 72,667
657,174	634,003	605,507	657,428	620,742	638,913	614,657	7,599,646
26,405 1,493 7,792 102,367 24,633	26,273 1,434 7,702 100,381 24,349	24,617 1,344 7,256 94,772 22,925	26,695 1,472 7,985 102,120 24,615	25,431 1,452 7,801 103,279 23,690	26,762 1,729 8,206 108,658 24,748	25,755 1,842 7,867 104,427 24,105	310,019 20,655 92,973 1,229,161 293,816
162,690	160,139	150,914	162,837	161,653	170,103	163,996	1,946,624
53,424 7,407 11,300 3,481 4,755 8,322	51,620 7,327 11,175 3,390 4,609 8,034	48,496 6,852 10,460 3,189 4,314 7,624	53,064 7,413 11,383 3,478 4,633 8,512	51,503 7,171 10,983 3,274 4,524 8,731	55,205 7,867 11,566 4,021 4,757 10,356	54,538 7,705 11,120 5,016 4,585 9,960	644,755 92,019 137,131 53,535 56,516 104,930
87,689	86,155	80,934	88,483	86,186	93,772	92,924	1,088,886
14,391 13,132 (1) 27,523 4,815 234 2,964 837 8,850	14,185 12,857 (1) 27,048 4,414 234 3,056 837 8,541	13,340 12,032 (1) 25,372 3,968 207 3,846 783 8,804	14,523 12,976 (1) 27,499 4,248 243 3,029 837 8,357	13,876 12,655 (1) 26,531 4,085 225 2,908 810 8,028	14,908 14,205 103 29,216 4,248 234 3,062 837 8,381	15,277 15,848 586 31,711 4,108 243 2,956 600 7,907	178,888 181,119 2,740 368,747 53,551 2,763 86,852 11,298 104,464
36,373	35,583	34,176	35,856	34,559	37,597	39,618	467,211
2,618,201	2,565,508	2,420,958	2,641,765	2,528,972	2,626,566	2,534,725	30,583,644

240 PUBLIC SERVICE COMMISSION—FIRST DISTRICT

TABLE VII. Traffic statistics—car and passenger movement

OPERATING STREET RAILWAYS	July, 1915	August, 1915	September, 1915	October, 1915	November, 1915
Interborough Rapid Transit	47,000,064	46,344,084	46,827,637	46,515,191	46,073,766
Rapid Transit (Subway div.)	23,600,195	23,563,917	23,325,288	21,880,000	22,351,763
Manhattan (Elevated div.)	20,311,999	22,780,168	23,502,379	24,635,191	25,722,003
Hudson & Manhattan	4,503,062	4,457,000	4,623,981	5,287,351	5,793,399
Total	51,511,119	50,801,114	50,451,615	48,602,642	48,367,165
IS TRANSIT					
	17,722,877	16,765,397	16,190,303	14,800,719	14,601,051
	14,484,606	13,801,186	14,149,903	15,085,691	14,388,964
	1,244,273	1,242,313	1,222,857	1,394,720	1,370,333
sub.	2,771,433	2,647,969	2,720,906	2,829,381	2,669,620
	4,284,787	3,828,063	3,395,000	2,911,164	2,604,317
d	351,170	334,340	182,220	50,430	37,454
	9,482,000	9,025,779	8,809,834	8,802,171	8,337,302
	1,401,304	1,237,616	910,347	410,200	367,234
Total	51,722,508	49,882,600	46,400,406	46,305,529	44,346,273
MANHATTAN SURFACE					
New York Railways	22,620,697	22,800,971	20,535,315	24,463,788	22,717,167
Second Avenue, Receiver	1,736,781	1,703,889	1,702,080	1,840,346	1,415,187
Brooklyn & North River	404,900	411,519	409,854	427,297	399,629
Third Avenue	4,716,740	4,458,212	4,655,187	4,812,573	4,490,938
Dry Dock, E. B'way & B., Recr	667,777	663,140	642,112	711,106	664,649
42d St., Manh. & St. N. Ave	3,228,797	3,137,798	3,337,114	3,498,431	3,268,139
Belt Line	2,044,705	2,025,888	2,122,900	2,354,863	2,272,866
Mid-Crosstown	111,074	141,048	129,876	143,000	125,965
Total	34,331,876	36,351,744	36,833,904	38,070,424	35,868,540
BROOK SURFACE					
N. Y. City Interborough	1,224,514	1,158,094	1,256,661	1,323,742	1,340,846
Polham Park & City Island	78,200	69,200	49,083	29,406	22,996
Southern Boulevard	430,883	411,787	403,312	403,621	376,562
Union	5,179,399	4,787,216	4,604,560	4,980,463	4,284,833
Westchester Electric	1,021,282	937,869	855,628	783,345	701,586
Total	7,934,266	7,362,066	7,229,228	7,142,667	6,626,823
QUEENS SURFACE (EXCL. B. R. T.)					
New York & Queens County	2,635,434	2,468,081	2,429,314	2,400,309	2,385,230
Long Island Electric	594,087	544,588	477,802	328,184	279,069
New York & Long Island	871,985	821,713	834,843	709,330	696,030
Ocean Electric	641,363	610,895	360,736	135,129	110,894
New York & North Shore	276,125	269,319	276,617	259,796	233,100
Manhattan & Queens	625,366	581,314	606,500	635,262	585,956
Total	5,644,260	5,304,825	4,985,992	4,468,010	4,060,389
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.	952,113	885,090	748,231	609,355	554,952
Staten Island Midland	950,329	876,575	675,644	500,433	422,779
Southfield Beach	75,271	66,232	83,028	1,648	(?)
Total — Richmond	1,977,713	1,827,907	1,466,893	1,111,436	977,731
Manhattan Bridge 2-Cent Lane	430,142	419,419	421,134	473,154	464,342
Bush Terminal	3,828	5,100	4,050	3,581	3,859
Van Brunt St. & Erie Basin	162,879	160,183	196,008	189,243	169,996
Marine	33,991	34,708	19,512	4,734	4,793
Total — Merc. Bklyn	660,840	645,406	640,705	670,712	642,990
Total	2,638,553	2,473,311	2,097,600	1,782,178	1,630,721
Grand total	184,992,165	180,225,732	180,897,927	161,872,350	155,434,913

(?) Not in operation.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 241

by months, 1916: (D) Number of revenue passengers

December, 1915	January, 1916	February, 1916	March, 1916	April, 1916	May, 1916	June, 1916	Year, July, 1915, to June, 1916
61,525,891 34,446,391 27,079,570 5,797,661	60,803,908 34,032,671 26,471,238 5,564,801	57,588,603 32,232,673 25,353,230 5,215,267	65,017,374 36,151,132 28,866,242 5,818,252	62,093,857 34,151,778 27,942,079 5,715,243	61,798,491 33,563,617 28,234,874 5,703,029	66,157,939 30,209,923 26,248,013 5,314,409	683,752,114 371,505,318 312,246,796 68,298,534
67,323,622	66,068,710	62,801,170	70,835,626	67,809,100	67,501,520	61,772,345	747,045,648
15,304,614 14,579,297 1,235,794 2,096,276 2,728,924 33,097 8,468,362 264,814	15,291,950 14,149,164 1,352,809 2,617,159 2,675,932 35,158 8,231,324 356,246	14,734,238 12,947,991 1,197,049 2,369,184 2,466,953 31,461 7,535,481 324,398	16,779,354 14,046,309 1,319,261 2,570,759 2,663,085 40,257 8,193,576 365,493	16,617,491 14,356,910 1,375,867 2,683,883 2,779,455 51,160 8,350,911 393,498	18,079,864 15,333,639 1,445,112 2,879,863 3,309,333 103,449 9,247,816 596,148	18,070,722 14,847,150 1,311,409 2,699,466 3,382,000 144,276 8,850,611 764,052	194,067,686 171,979,876 15,813,802 32,164,818 37,129,082 1,394,490 103,315,217 7,490,355
45,521,178	44,709,742	41,606,755	45,978,094	46,609,175	50,994,244	50,069,686	563,346,326
23,041,699 1,384,133 435,249 4,523,981 671,179 3,156,285 2,265,702 110,327	22,450,729 1,366,600 437,023 4,456,167 665,314 3,271,043 2,245,375 120,026	20,784,708 1,233,655 394,599 4,094,888 610,760 2,934,024 2,012,182 94,589	22,153,770 1,264,081 430,976 4,318,061 653,048 3,101,094 2,140,728 94,740	22,756,746 1,333,633 463,569 4,437,534 698,089 3,276,168 2,211,836 119,368	23,939,690 1,622,746 504,545 4,750,050 723,064 3,581,467 2,309,815 123,533	23,488,113 1,645,972 499,556 4,556,513 708,462 3,412,175 2,221,830 121,620	274,781,191 18,049,079 5,218,068 54,279,844 8,078,706 39,222,533 26,288,770 1,455,116
35,583,555	35,012,277	32,159,403	34,156,498	35,296,943	37,614,910	36,654,241	427,373,847
1,273,426 19,529 264,922 4,298,585 727,816	1,285,907 19,053 268,443 4,187,031 724,747	1,189,093 17,793 331,265 3,833,788 642,610	1,280,565 19,390 358,172 4,106,281 679,838	1,268,411 29,227 371,713 4,569,664 706,722	1,384,207 45,445 400,663 5,180,657 806,034	1,361,846 52,743 389,236 5,110,024 835,800	15,247,222 452,260 4,610,539 54,802,451 9,423,265
6,684,278	6,585,181	6,014,549	6,444,246	6,945,737	7,817,006	7,749,648	84,535,737
2,227,749 274,368 611,460 112,978 221,447 558,963	2,163,881 270,435 578,624 105,376 216,465 539,236	1,991,482 249,253 513,448 100,651 188,039 495,267	2,220,729 271,766 572,429 118,955 203,197 569,538	2,365,077 308,491 667,865 146,914 238,242 607,786	2,701,217 396,223 749,226 208,453 265,716 706,681	2,535,005 424,642 727,672 308,161 253,467 648,280	28,373,608 4,418,983 8,294,525 3,008,609 2,901,530 7,170,198
4,006,965	3,874,011	3,538,080	3,955,714	4,334,375	5,027,516	4,897,227	54,167,403
572,377 426,244 (1) 998,721 425,754 3,522 177,384 6,164 618,824	552,572 418,223 (1) 966,796 369,527 2,952 183,803 3,689 559,971	515,647 391,202 (1) 896,249 330,888 2,382 180,834 3,725 517,829	562,643 425,059 (1) 987,702 373,598 2,458 200,417 4,545 581,018	581,889 464,665 (1) 1,046,564 399,179 2,767 197,511 3,904 603,361	674,962 569,170 6,683 1,241,816 414,634 2,459 220,485 4,788 642,366	740,094 615,989 28,993 1,384,977 386,706 2,695 218,687 5,921 614,009	7,950,284 6,722,403 211,847 14,884,554 4,908,477 39,659 2,303,515 130,469 7,382,120
1,611,545	1,526,766	1,414,078	1,563,720	1,649,925	1,884,181	1,998,986	22,266,654
160,733,143	157,776,687	147,534,035	162,938,898	162,645,255	170,839,377	163,142,133	1 898,735,615

TABLE VII. Traffic statistics—car and passenger movement by

OPERATING STREET RAILWAYS	July, 1915	August, 1915	September, 1915	October, 1915	November, 1915
Interborough Rapid Transit.....	1,871,849	1,833,900	2,160,312	2,262,124	2,300,283
Rapid Transit (Subway div.).....	980,817	960,120	1,161,356	1,247,123	1,278,331
Manhattan (Elevated div.).....	890,506	833,757	998,768	1,021,393	1,021,152
Hudson & Manhattan.....	186,925	179,121	195,131	203,920	225,120
BROOKLYN RAPID TRANSIT					
New York Consolidated.....	872,772	828,207	645,827	590,084	562,063
Brooklyn Heights.....	520,768	511,679	541,871	555,480	551,628
Bridge Operating.....	46,733	50,180	50,614	55,954	56,357
Brooklyn, Queens Co. & Sub.....	104,060	101,317	105,182	104,245	105,662
Coney Island & Brooklyn.....	216,648	197,439	154,392	108,272	101,865
Coney Island & Gravesend.....	33,245	39,797	18,446	3,290	2,874
Nassau Electric.....	352,253	328,206	327,724	315,505	303,464
South Brooklyn.....	79,174	69,738	49,008	13,021	12,465
MANHATTAN SURFACE					
New York Railways.....	825,422	849,985	925,905	917,876	862,405
Second Avenue, Receiver.....	64,920	63,352	66,417	58,811	53,227
Brooklyn & North River.....	14,726	15,262	16,280	15,360	14,873
Third Avenue.....	173,677	167,263	176,988	171,051	164,756
Dry Dock, E. B'way & B., Recr.....	24,902	24,334	25,571	28,122	25,634
42d St., Manh. & St. N. Ave.....	115,363	114,732	124,980	127,771	121,230
Belt Line.....	69,807	71,098	66,777	84,606	84,043
Mid-Crosstown.....	5,444	5,883	5,882	7,192	5,915
BRONX SURFACE					
N. Y. City Interborough.....	47,933	44,035	60,112	47,256	45,844
Pelham Park & City Island.....	7,101	6,920	4,589	2,083	1,594
Southern Boulevard.....	18,072	15,348	15,733	14,915	14,884
Union.....	254,194	218,633	201,392	176,680	159,550
Westchester Electric.....	56,872	49,373	50,637	30,087	27,156
QUEENS SURFACE (EXCL. B. R. T.)					
New York & Queens County.....	135,404	115,276	110,114	85,649	83,258
Long Island Electric.....	35,730	33,282	32,979	15,113	11,728
New York & Long Island.....	47,134	41,934	49,274	36,186	27,492
Ocean Electric.....	40,856	40,587	21,177	5,177	4,217
New York & North Shore.....	14,183	14,450	14,428	13,094	10,596
Manhattan & Queens.....	26,421	23,647	24,529	23,422	22,808
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.....	63,491	53,382	41,407	21,660	21,015
Staten Island Midland.....	71,275	62,514	50,175	24,698	17,539
Southfield Beach.....	10,833	7,280	3,722	460	(?)
Manhattan Bridge 3-Cent Line.....	16,014	15,973	17,095	17,377	17,635
Bush Terminal.....	322	323	280	313	482
Van Brunt St. & Erie Basin.....	7,707	7,134	8,266	7,880	7,032
Marine.....	2,741	3,670	1,792	217	268

¹ The separate maxima for subway and elevated divisions are derived from provisional daily figures (filed in compliance with order No. 1033) which are slightly increased in the final compilation.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 243

months, 1916: (E) Maximum day's business — revenue passengers

December, 1915	January, 1916	February, 1916	March, 1916	April, 1916	May, 1916	June, 1916	Year, July, 1915, to June, 1916
2,469,076	2,386,821	2,389,807	2,467,048	2,469,561	2,440,481	2,232,321	2,469,561
1,385,253	1,353,919	1,326,970	1,372,190	1,361,520	1,326,863	1,191,799	¹ 1,385,253
1,063,717	1,036,459	1,062,091	1,115,891	1,107,579	1,113,827	1,042,968	¹ 1,115,891
240,682	252,880	224,663	236,137	234,317	228,286	215,694	252,880
580,735	584,122	601,171	613,177	673,750	700,776	773,413	872,772
576,368	525,318	520,532	529,276	565,183	579,489	594,962	594,962
55,449	55,239	50,281	56,238	56,845	55,520	53,091	56,845
103,585	97,383	96,416	96,552	104,983	117,746	115,031	117,745
107,069	96,211	97,681	98,609	113,269	164,044	198,855	216,648
1,832	2,080	1,976	3,238	4,749	13,292	17,715	39,797
318,520	288,175	287,599	292,457	309,083	339,063	372,296	372,296
12,523	11,717	11,094	12,557	13,220	44,988	61,444	79,174
899,126	820,925	858,939	804,612	892,484	873,918	869,215	925,906
54,785	50,060	48,066	51,020	52,237	59,679	62,586	66,417
18,291	16,495	15,868	16,398	18,488	18,278	19,164	19,164
183,716	159,421	157,761	157,961	165,330	175,124	170,191	183,716
27,048	25,218	25,615	23,667	26,843	30,031	27,812	30,031
121,896	119,583	126,585	116,983	125,839	148,130	126,494	148,130
86,248	80,109	80,461	77,381	84,245	87,018	82,462	87,018
4,941	4,944	5,146	4,301	5,664	7,132	6,166	7,192
50,529	51,575	46,174	45,925	50,728	56,465	56,414	60,112
814	735	738	1,088	2,450	4,337	5,272	7,101
18,310	13,828	12,898	14,474	16,611	18,328	14,615	18,328
172,799	150,080	148,007	151,230	195,576	239,570	253,633	254,194
27,000	26,054	27,166	25,622	29,556	43,829	41,486	56,872
86,943	78,704	78,833	82,897	89,283	138,462	135,570	138,462
11,949	10,641	10,900	11,800	15,057	27,169	26,083	35,730
25,017	23,858	22,734	26,906	35,498	40,916	43,799	49,274
3,959	3,822	4,184	4,602	6,415	15,111	20,618	40,856
9,465	8,310	8,085	8,776	11,915	14,079	13,592	14,450
23,054	20,584	20,778	22,253	24,659	38,234	31,031	38,234
20,893	20,273	20,280	20,329	22,933	39,758	51,535	63,491
17,697	16,242	15,736	16,913	24,006	43,655	48,723	71,275
(²)	(³)	(³)	(³)	(³)	3,331	5,529	10,833
16,969	14,032	13,891	14,526	16,341	15,964	15,171	17,635
666	300	274	146	366	531	632	666
7,588	7,318	8,009	7,819	8,622	8,891	8,936	8,936
496	154	197	190	185	234	373	3,670

¹ Not in operation.

TABLE VII. Traffic statistics—car and passenger

OPERATING STREET RAILWAY	July, 1915	August, 1915	September, 1915	October, 1915	November, 1915
Interborough Rapid Transit.....	\$2,347,768 35	\$2,314,687 95	\$2,438,666 45	\$2,822,517 37	\$2,900,59 25
Rapid Transit (Subway div.).....	1,183,178 49	1,176,619 59	1,204,576 34	1,591,849 09	1,610,465 55
Manhattan (Elevated d.v.).....	1,164,589 86	1,136,068 39	1,174,090 14	1,330,668 37	1,290,124 70
Hudson & Manhat an	257,088 32	255,506 65	266,979 79	306,965 86	308,106 02
Total.....	\$2,60 ,856 67	\$2,570,194 63	\$2,705,646 27	\$3,229,483 23	\$3,208 6.6 27
BROOKLYN RAPID TRANSIT					
New York Consolidated.....	\$886,143 83	\$838,269 86	\$769,968 08	\$745,038 31	\$730,052 55
Brooklyn Heights.....	708,182 01	674,599 46	662,854 54	735,163 54	699,126 22
Bridge Operating.....	20,952 03	20,914 90	20,580 62	23,491 18	23,040 52
Brooklyn, Queens Co. & Sub.....	137,237 29	131,165 59	135,419 89	140,504 81	132,581 64
Coney Island & Brooklyn.....	207,595 25	185,136 32	164,967 14	141,354 65	130,722 91
Coney Island & Gravesend.....	17,230 98	16,360 91	8,932 01	2,480 88	1,843 28
Nassau Electric.....	464,571 45	443,138 61	433,320 21	433,247 76	410,165 76
South Brooklyn.....	70,065 17	61,880 75	45,517 37	20,510 30	18,361 70
Total.....	\$2,511,978 01	\$2,371,466 40	\$2,261,559 56	\$2,241,791 43	\$2,145,914 58
MANHATTAN SURFACE					
New York Railways.....	\$1,099,712 01	\$1,109,511 11	\$1,146,313 93	\$1,193,017 56	\$1,105,697 41
Second Avenue, Receiver.....	83,746 15	82,040 29	81,590 23	78,031 96	66,925 61
Brooklyn & North River.....	14,912 47	15,196 02	15,076 39	15,671 61	14,504 63
Third Avenue.....	238,144 98	220,204 39	229,967 68	237,665 36	222,062 39
Dry Dock, E. Broadway & Battery, Receiver...	33,351 18	33,132 37	32,092 70	35,548 90	33,226 05
42d St., Manhattan & St. N. Ave.	159,084 41	154,793 66	164,716 76	172,341 13	161,764 43
Belt Line.....	63,779 69	63,191 84	64,411 80	69,508 26	65,971 26
Mid-Crosstown.....	6,551 45	7,052 15	6,493 80	7,150 00	6,298 25
Total.....	\$1,634,282 34	\$1,685,121 83	\$1,740,663 28	\$1,808,934 80	\$1,676,450 03
BRONX SURFACE					
New York City Interborough.....	\$58,632 78	\$55,312 99	\$60,140 77	\$63,111 22	\$56,963 30
Pelham Park & City Island.....	3,914 90	3,460 45	2,454 10	1,474 80	1,149 80
Southern Boulevard.....	21,541 65	20,580 85	20,165 60	20,111 65	18,828 10
Union.....	258,847 32	239,240 77	233,118 02	229,916 15	214,143 87
Westchester Electric.....	50,260 33	46,147 55	42,104 73	38,557 47	34,518 58
Total.....	\$393,196 98	\$364,751 61	\$357,983 23	\$353,240 69	\$327,603 65
QUEENS SURFACE (EXCL. B. R. T.)					
New York & Queens County.....	\$131,771 70	\$123,403 06	\$121,465 70	\$120,015 45	\$111,767 50
Long Island Electric.....	29,704 35	27,226 15	23,894 60	16,409 29	13,953 45
New York & Long Island.....	43,321 80	40,833 75	41,396 95	35,133 95	31,474 15
Ocean Electric.....	32,072 94	32,997 61	18,038 97	6,757 10	5,544 66
New York & North Shore.....	16,036 70	15,649 00	16,220 00	14,773 65	13,187 30
Manhattan & Queens.....	25,559 99	24,128 04	24,749 01	25,496 86	23,337 20
Total.....	\$278,467 48	\$264,257 69	\$245,765 23	\$218,586 21	\$199,264 26
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.....	\$47,603 12	\$44,252 66	\$37,325 64	\$30,356 93	\$27,626 70
Staten Island Midland.....	47,512 36	43,824 76	33,678 01	24,863 95	21,479 60
Southfield Beach.....	3,759 20	3,317 19	1,649 75	82 40	(1)
Total—Richmond.....	98,874 68	91,394 61	72,653 40	55,293 28	49,106 50
Manhattan Bridge 3-Cent Line.....	10,856 26	10,583 21	10,624 98	11,938 94	11,714 56
Bush Terminal.....	76 57	101 99	81 12	71 62	77 18
Van Brunt St. & Erie Basin.....	4,676 70	4,705 25	4,979 55	4,780 18	4,286 77
Marine.....	1,699 55	1,735 15	975 60	236 70	239 65
Total—Miscellaneous Brooklyn....	17,349 08	17,125 69	16,061 26	17,027 44	16,318 16
Total.....	\$116,183 76	\$108,520 21	\$89,314 65	\$72,320 72	\$65,424 66
Grand total.....	\$7,598,965 24	\$7,364,312 28	\$7,400,932 21	\$7,924,357 08	\$7,623,353 45

1 Not in operation.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 245

movement by month, 1916: (P) Passenger earnings

December, 1915	January, 1916	February, 1916	March, 1916	April, 1916	May, 1916	June, 1916	Year, July, 1915, to June, 1916
\$3,072,941 69 1,719,904 90 1,352,946 69 337,882 24	\$3,081,873 67 1,689,333 77 1,322,539 90 322,920 37	\$2,876,197 56 1,609,465 06 1,266,732 50 302,770 42	\$3,247,455 88 1,805,175 54 1,442,280 30 337,778 08	\$3,101,445 35 1,705,877 05 1,396,068 30 331,280 66	\$3,086,698 88 1,676,026 05 1,410,672 33 328,701 59	\$2,819,812 61 1,568,503 31 1,311,209 30 306,272 08	\$34,160,655 52 18,550,564 65 15,600,090 87 3,661,252 03
\$3,410,823 83	\$3,344,794 04	\$3,178,967 98	\$3,585,234 01	\$3,432,726 01	\$3,415,399 97	\$3,125,084 64	\$37,811,907 55
\$765,230 71 718,907 73 22,453 83 138,766 90 132,804 80 1,028 45 416,344 59 18,249 68	\$764,597 52 683,372 77 22,739 40 129,971 77 129,860 68 1,796 76 464,875 58 17,812 27	\$736,711 90 634,616 44 20,113 33 117,724 52 119,818 26 1,536 07 870,685 57 16,219 92	\$838,967 69 688,344 91 22,163 22 127,730 25 129,314 71 1,975 22 463,115 92 18,274 55	\$830,874 55 763,652 61 23,115 02 133,128 79 124,868 96 2,520 38 410,422 48 19,674 90	\$903,993 22 751,270 41 24,274 40 142,961 42 160,919 43 5,109 79 454,830 71 29,757 40	\$903,526 09 727,318 83 22,628 16 133,965 00 164,493 31 7,128 62 435,088 50 38,202 56	\$9,703,384 31 8,421,808 57 265,866 71 1,596,157 58 1,804,856 42 68,466 36 5,079,727 14 374,517 67
\$2,204,275 79	\$2,164,956 75	\$2,017,426 01	\$2,229,885 68	\$2,257,657 69	\$2,478,116 79	\$2,481,786 07	\$27,311,784 76
\$1,122,226 73 65,461 77 15,455 46 228,148 60 38,554 18 156,079 41 65,317 62 5,516 35	\$1,083,522 97 61,684 94 15,254 41 219,576 69 32,241 23 169,570 35 64,761 86 6,081 89	\$1,613,126 94 58,380 71 13,748 23 301,831 34 30,533 67 144,005 54 57,451 31 4,729 45	\$1,079,508 32 89,802 79 15,010 44 212,799 00 32,647 50 152,173 14 61,145 31 4,737 00	\$1,108,496 38 63,345 71 16,220 68 218,751 05 34,899 18 160,896 28 64,360 39 5,968 40	\$1,164,829 08 77,567 12 17,758 55 234,139 41 36,147 13 175,942 47 69,848 12 6,176 65	\$1,163,085 47 78,779 46 17,747 71 224,683 84 35,416 77 167,894 60 66,553 14 6,081 00	\$13,279,047 91 800,356 75 186,556 60 2,677,983 97 408,810 86 1,929,261 27 776,300 00 72,755 80
\$1,685,757 92	\$1,657,633 75	\$1,523,807 21	\$1,617,823 50	\$1,672,938 07	\$1,782,468 52	\$1,740,251 90	\$20,286,073 16
\$90,350 81 978 45 18,246 10 214,847 18 35,916 95	\$61,066 53 952 65 18,422 15 209,278 79 35,719 62	\$56,362 59 889 65 16,563 25 191,625 55 31,666 28	\$60,637 57 969 50 17,908 60 206,243 57 33,475 65	\$60,248 96 1,461 35 18,585 65 228,405 87 34,797 85	\$65,989 55 2,272 25 20,033 15 258,946 87 39,649 03	\$65,006 88 2,637 10 19,461 80 255,430 62 41,147 63	\$726,832 45 22,613 00 239,526 95 2,739,044 46 463,952 67
\$330,345 96	\$325,430 65	\$297,107 32	\$318,234 89	\$343,499 68	\$386,899 65	\$383,684 08	\$4,181,969 53
\$111,387 45 13,718 40 30,266 05 5,649 91 12,872 19 22,062 95	\$108,294 05 13,521 75 28,595 20 5,269 06 12,698 66 21,845 01	\$99,574 10 12,462 66 25,401 95 5,032 70 10,594 25 19,313 29	\$111,036 45 13,588 30 28,349 10 5,903 11 11,360 95 22,067 75	\$118,253 85 15,424 55 33,039 25 7,346 15 18,457 70 24,163 77	\$135,060 85 19,811 15 37,046 34 10,424 29 15,107 30 29,002 47	\$126,760 25 21,222 10 35,998 45 15,414 96 14,410 60 26,460 72	\$1,416,680 40 229,946 65 410,855 96 150,451 45 165,197 60 287,687 06
\$195,455 86	\$189,023 12	\$172,288 94	\$192,305 66	\$211,685 27	\$246,452 41	\$240,267 07	\$2,653,819 11
\$28,517 03 21,169 25 (1) 49,676 28 10,734 22 70 44 4,420 24 968 20 16,533 10	\$27,566 14 20,519 63 (1) 48,076 77 9,314 96 59 04 4,560 91 184 45 14,119 36	\$25,648 03 18,914 95 (1) 44,562 98 8,340 09 47 64 4,490 15 186 25 13,064 18	\$28,008 19 21,079 26 (1) 49,087 45 9,418 74 49 16 4,979 83 227 25 14,674 98	\$29,021 86 23,132 70 (1) 52,154 56 10,063 77 55 34 4,924 27 195 20 15,238 58	\$33,647 24 27,871 51 324 15 61,852 90 10,454 57 49 18 5,549 52 239 40 16,283 67	\$36,916 85 30,667 25 1,449 65 69,033 75 9,748 93 53 90 5,420 55 296 05 15,519 43	\$396,480 39 334,694 43 10,592 34 741,767 16 123,793 23 793 18 57,784 92 6,523 45 188,694 78
\$65,209 38	\$62,216 13	\$57,627 11	\$63,762 43	\$67,893 14	\$78,136 57	\$84,553 18	\$939,601 94
\$7,891,968 74	\$7,744,054 44	\$7,247,224 57	\$8,007,246 17	\$7,965,899 86	\$8,382,405 12	\$8,065,596 89	\$93,176,216 05

TABLE VII. Traffic statistics—car and passenger

OPERATING STREET RAILWAYS	July, 1915	August, 1915	September, 1915	October, 1915	November, 1915
Interborough Rapid Transit.....	N. R.	N. R.	N. R.	N. R.	N. R.
Rapid Transit (Subway div.).....	N. R.	N. R.	N. R.	N. R.	N. R.
Manhattan (Elevated div.).....	N. R.	N. R.	N. R.	N. R.	N. R.
Hudson & Manhattan.....					
BROOKLYN RAPID TRANSIT					
New York Consolidated.....	813,483	772,516	670,950	574,999	576,002
Brooklyn Heights.....	7,631,009	7,369,560	7,515,450	7,678,597	7,084,828
Bridge Operating.....					
Brooklyn, Queens Co. & Sub.....	1,804,628	1,754,408	1,767,295	1,794,437	1,685,535
Coney Island & Brooklyn.....	1,265,665	1,204,358	1,273,708	1,245,669	1,151,686
Coney Island & Gravesend.....	81,065	81,149	40,331	7,727	4,873
Nassau Electric.....	4,254,967	4,105,426	3,966,436	3,916,313	3,650,082
South Brooklyn.....	322,320	320,587	198,264	94,268	78,009
Total.....	16,173,137	15,608,004	15,432,434	15,312,010	14,191,065
MANHATTAN SURFACE					
New York Railways.....	9,137,143	9,281,971	9,564,965	10,169,814	9,339,225
Second Avenue, Receiver.....	107,805	109,692	107,760	110,858	96,745
Brooklyn & North River.....	369,623	370,696	374,543	382,118	358,804
Third Avenue.....	929,236	899,534	888,475	854,747	778,561
Dry Dock, E. B'way & B., Recr.....	162,573	165,976	158,181	170,976	155,172
42d St., Manh. & St. N. Ave.....	815,359	790,201	816,025	829,952	765,527
Belt Line.....	118,715	120,527	121,895	124,350	110,889
Mid-Crosstown.....	78,091	88,484	87,089	90,908	79,335
Total.....	11,718,545	11,827,081	12,118,933	12,733,723	11,684,258
BRONX SURFACE					
N. Y. City Interborough.....	534,969	503,284	536,324	531,010	482,113
Pelham Park & City Island.....					
Southern Boulevard.....	273,036	251,467	244,246	235,454	202,370
Union.....	2,835,312	2,573,402	2,433,084	2,253,758	2,042,559
Westchester Electric.....	422,165	378,239	307,030	231,750	201,441
Total.....	4,065,482	3,706,392	3,520,684	3,251,972	2,928,483
QUEENS SURFACE (EXCL. B. R. T.)					
New York & Queens County.....	837,826	788,900	772,233	743,586	700,550
Long Island Electric.....	29,936	31,562	23,588	17,697	14,358
New York & Long Island.....	9,246	9,328	7,784	8,346	8,163
Ocean Electric.....					
New York & North Shore.....	18,171	17,672	16,421	13,727	12,534
Manhattan & Queens.....					
Total.....	895,179	847,462	820,026	783,356	735,605
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.....	213,211	206,035	159,739	115,774	103,584
Staten Island Midland.....	62,682	62,815	63,753	60,229	48,659
Southfield Beach.....					
Total—Richmond.....	275,893	268,850	223,492	176,003	152,243
Manhattan Bridge 3-Cent Line.....					
Bush Terminal.....					
Van Brunt St. & Erie Basin.....					
Marine.....					
Total—Misc. Brooklyn.....					
Total.....	275,893	268,850	223,492	176,003	152,243
Grand total.....	33,128,236	32,257,789	32,115,569	32,257,064	29,691,654

NOTE.—Totals include only transfers collected on surface lines except for transfers between the New York Consolidated and other B. R. T. companies.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 247

Movement by months, 1916: (G) Transfers

December, 1915	January, 1916	February, 1916	March, 1916	April, 1916	May, 1916	June, 1916	Year, July, 1915, to June, 1916
N. R. N. R. N. R.	N. R. N. R. N. R.	N. R. N. R. N. R.	N. R. N. R. N. R.	N. R. N. R. N. R.	N. R. N. R. N. R.	N. R. N. R. N. R.	[27,733,355] [15,470,860] [12,261,493]
548,610 7,104,464	544,996 7,008,737	531,310 6,379,602	621,358 6,947,549	604,883 7,123,259	680,570 7,929,896	738,442 7,681,827	7,638,119 87,454,778
1,679,476 1,150,585 3,777 3,618,624 85,675	1,634,731 1,136,325 5,846 3,533,612 90,980	1,464,838 1,042,961 5,718 3,215,660 84,797	1,605,948 1,143,623 6,886 3,514,004 96,181	1,661,943 1,177,817 10,731 3,585,145 110,644	1,817,029 1,347,342 23,670 4,092,979 150,062	1,738,790 1,348,623 38,204 4,069,824 190,103	20,409,108 14,488,362 309,977 45,513,074 1,821,890
14,191,211	13,955,227	12,724,886	13,935,549	14,274,422	16,041,548	15,796,815	177,635,308
9,089,996 88,591 346,347 715,060 147,998 724,159 99,618 70,826	8,911,737 88,377 332,796 718,556 149,842 729,367 100,100 78,241	7,955,314 77,736 293,741 638,243 137,790 641,535 80,690 64,108	8,332,164 80,750 322,099 673,433 144,577 668,501 86,616 67,893	8,567,706 85,228 349,134 725,294 150,311 707,557 99,016 74,966	9,125,710 98,133 379,143 814,287 157,089 760,667 112,582 74,279	9,046,148 99,462 382,989 785,867 154,127 738,017 119,949 72,188	108,521,893 1,151,137 4,262,033 9,421,293 1,854,612 8,986,867 1,294,947 926,408
11,282,595	11,109,016	9,889,157	10,376,033	10,759,212	11,521,890	11,398,747	136,419,190
460,207	478,189	426,948	463,041	484,852	567,114	566,429	6,034,430
192,062 1,927,013 173,894	196,377 1,936,145 186,602	170,251 1,751,103 169,454	185,286 1,876,690 184,604	202,187 2,107,370 202,261	233,553 2,537,421 254,188	226,935 2,535,030 283,297	2,613,224 26,808,887 2,994,925
2,753,176	2,797,313	2,517,756	2,709,621	2,996,670	3,592,276	3,611,691	38,451,516
675,098 13,359 7,488	663,664 13,772 7,400	621,413 12,205 6,723	701,034 13,576 6,610	740,656 17,898 8,226	890,668 24,847 8,682	829,234 26,738 8,277	8,964,862 239,536 96,273
10,775	10,314	8,752	10,650	12,454	14,519	13,466	159,455
706,720	695,150	649,033	731,870	779,234	938,716	877,715	9,460,126
104,516 43,053	101,086 43,828	90,670 40,148	100,301 47,737	106,474 58,130	130,552 73,304	152,240 64,390	1,584,182 668,723
147,569	144,914	130,818	148,038	161,604	233,856	216,630	2,252,910
147,569	144,914	130,818	148,038	161,604	233,856	216,630	2,252,910
29,081,271	28,701,620	25,911,710	27,901,111	28,974,142	32,298,286	31,900,598	364,219,050

¹ For details, see Table VIII.

TABLE VII. Traffic statistics—car and passenger

OPERATING STREET RAILWAYS	July, 1915	August, 1915	September, 1915	October, 1915	November, 1915
Interborough Rapid Transit	11,391,788	11,041,178	10,885,829	11,448,699	11,499,593
Rapid Transit (Subway div.)	5,593,790	5,447,802	5,164,596	5,733,575	5,965,150
Manhattan (Elevated div.)	5,792,992	5,593,579	5,421,234	5,713,091	5,504,419
Hudson & Manhattan	624,149	615,632	600,930	645,292	646,467
Total	12,015,031	11,656,304	11,196,749	12,001,956	12,116,036
TD TRANSIT					
.....	3,568,634	3,351,495	3,018,793	3,084,450	2,987,781
.....	2,454,386	2,386,229	2,284,621	2,329,597	2,273,693
.....	71,534	71,984	68,636	74,444	72,420
Sub.....	521,196	509,998	494,149	505,834	486,258
.....	658,558	619,461	584,896	604,209	596,121
1.....	29,967	29,943	19,437	16,239	15,803
.....	1,690,386	1,637,103	1,520,475	1,542,717	1,511,881
.....	218,207	298,209	239,602	182,829	178,880
Total	9,312,899	8,903,543	8,140,481	8,239,312	8,034,882
MANHATTAN SURFACE					
New York Railways	2,934,333	2,942,819	2,862,134	2,971,646	2,872,808
Second Avenue, Receiver	271,096	263,729	252,259	257,156	242,510
Brooklyn & North River	83,788	82,435	77,909	81,940	78,745
Third Avenue	664,790	627,394	594,908	611,321	567,938
Dev Deck, E. B'way & B., Rear	129,065	128,370	122,388	128,968	124,357
42d St., Manh. & St. N. Ave.	355,042	349,459	337,679	345,478	336,644
Belt Line	195,353	198,763	188,851	191,308	180,061
Mid-Crossings	34,485	34,236	30,740	34,407	33,041
Total	4,667,842	4,621,225	4,466,760	4,622,227	4,435,594
BROOKLYN SURFACE					
N. Y. City Interborough	222,170	216,307	215,062	221,932	214,125
Fulton Park & City Island	13,567	13,545	11,697	9,943	9,133
Southern Boulevard	71,513	70,349	67,273	70,044	67,511
Union	963,676	919,546	889,544	869,424	846,847
Westchester Electric	219,525	216,330	205,404	207,397	201,079
Total	1,490,469	1,435,890	1,388,963	1,378,791	1,338,423
QUEENS SURFACE (RECE. B. R. T.)					
New York & Queens County	596,796	579,453	520,129	500,447	478,478
Long Island Electric	87,838	86,964	81,244	77,408	74,847
New York & Long Island	181,006	147,792	144,191	141,459	134,540
Ocean Electric	61,564	61,107	45,346	36,918	35,509
New York & North Shore	86,839	84,829	83,847	83,000	49,994
Manhattan & Queens	90,400	88,384	82,079	84,116	79,320
Total	1,044,041	1,015,229	926,946	892,437	852,778
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.	163,967	151,847	136,363	136,061	120,822
Staten Island Midland	219,581	214,666	185,772	125,099	117,822
Southfield Beach	6,942	6,666	5,599	616	(?)
Total—Richmond	389,379	373,179	327,734	261,776	238,644
Manhattan Bridge 3-Cent Line	37,136	36,465	34,844	36,378	35,145
Bush Terminal	2,221	3,405	3,304	3,345	3,387
Van Brunt St. & Erie Basin	21,011	20,953	20,188	20,568	20,041
Marine	6,517	7,119	5,927	5,973	6,098
Total—Misc. Bklyn	65,885	67,001	65,263	65,860	63,666
Total	447,275	440,180	399,998	317,035	302,320
Grand total	26,978,457	26,072,271	25,458,797	27,531,799	27,076,985

¹ Includes storage-battery, 893, 950, horse, 712,271.

² Not in operation.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 249

movement by months, 1916: (H) Revenue car miles

December, 1915	January, 1916	February, 1916	March, 1916	April, 1916	May, 1916	June, 1916	Year, July, 1915, to June, 1916
12,998,432 6,468,752 5,799,680 715,801	12,246,594 6,451,755 5,794,839 691,376	11,638,115 5,992,563 5,645,552 651,062	12,803,992 6,581,490 6,222,502 710,787	12,144,406 6,271,787 5,872,619 681,045	12,448,997 6,352,241 6,096,696 707,655	11,863,661 6,012,836 5,850,825 668,526	141,349,145 72,041,136 69,308,009 7,967,712
12,984,233	12,937,970	12,289,777	13,514,779	12,825,451	13,156,582	12,532,187	149,316,857
3,298,296 2,332,183 72,604 499,380 511,911 16,635 1,842,850 176,637	3,306,162 2,340,079 72,976 499,658 513,914 15,907 1,850,277 171,773	3,071,257 2,132,737 66,924 462,701 470,612 14,985 1,407,554 171,641	3,450,856 2,314,249 72,150 496,418 507,847 16,045 1,514,282 169,601	3,277,547 2,300,578 70,444 487,408 508,946 15,822 1,522,652 152,397	3,390,757 2,393,294 71,420 510,876 547,411 18,266 1,618,125 189,684	3,323,842 2,319,402 67,320 492,543 533,071 17,975 1,543,951 236,683	39,129,800 27,822,042 862,306 5,966,511 6,395,929 225,507 18,602,223 2,486,114
8,448,296	8,470,747	7,798,411	8,541,446	8,335,794	8,739,833	8,534,787	101,480,422
2,899,019 245,617 80,710 569,821 125,801 332,306 173,657 31,166	2,920,706 251,365 83,119 587,417 128,719 339,462 181,851 34,223	2,609,064 229,468 71,554 536,221 111,149 299,640 153,790 27,757	2,762,456 240,932 75,278 553,949 115,322 315,367 162,847 28,669	2,861,535 248,195 80,239 581,226 124,131 335,993 180,501 83,541	2,918,691 270,323 86,710 608,001 129,665 362,089 190,335 35,243	2,806,375 268,825 84,362 574,564 126,343 351,298 188,535 32,246	24,360,986 3,041,402 966,791 7,077,550 1,494,205 4,060,456 2,179,892 389,784
4,458,097	4,526,812	4,038,643	4,254,826	4,445,361	4,601,087	4,432,598	53,571,066
214,535 8,980 66,948 856,879 197,781	221,917 8,831 68,781 886,168 208,497	203,721 8,128 63,063 806,660 194,441	219,161 8,281 67,933 865,935 204,682	215,752 8,843 71,239 911,216 201,277	226,860 10,290 75,353 957,196 210,111	218,332 10,668 71,848 924,310 204,806	2,609,785 121,906 831,788 10,667,152 2,471,210
1,345,083	1,394,194	1,276,013	1,365,992	1,408,327	1,479,810	1,429,964	16,701,841
485,271 77,154 137,291 24,939 49,840 79,207	481,014 77,017 137,358 23,600 50,028 76,083	453,988 72,057 127,146 31,520 45,728 72,190	493,925 76,006 134,223 33,727 47,883 80,139	492,636 75,362 138,372 34,910 49,105 83,315	533,422 80,294 142,512 35,512 51,389 96,088	531,522 78,495 137,386 41,518 49,683 91,861	6,147,090 944,736 1,673,186 483,260 610,504 1,000,131
863,612	855,050	802,629	865,903	870,700	939,217	930,465	10,858,907
125,138 121,317 (?) 248,455 36,848 2,624 18,834 5,285 63,591	124,982 121,075 (?) 246,027 33,352 2,808 19,932 5,508 61,600	116,514 112,334 (?) 228,848 29,900 2,390 17,106 5,007 54,408	125,150 121,851 (?) 247,001 32,458 2,585 18,287 5,220 58,550	121,160 120,511 (?) 241,671 31,421 2,615 18,998 4,801 57,835	128,277 135,529 945 264,751 32,866 2,710 20,219 4,983 60,778	132,612 152,166 5,639 290,417 31,795 2,597 19,730 4,651 58,773	1,561,873 1,727,724 26,306 3,315,903 408,603 30,054 235,864 67,083 741,604
310,046	307,627	283,250	305,551	299,506	325,529	349,190	4,057,507
28,409,376	28,492,310	26,488,723	28,848,493	28,185,139	29,242,058	28,209,191	335,986,610

TABLE VIII. TRAFFIC STATISTICS: CAR AND

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TABULATIONS FROM RETURNS OF STREET RAILWAYS 251

PASSENGER MOVEMENTS BY ROUTES, 1916

NUMBER OF PASSENGERS		TRANSFERS				Revenue passengers and transfers combined*	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF—				Amount	Per car mile (cents)	Per car hour
			Re-spond-ent	Asso-ciated com-panies	For-ign com-panies				
47,432,631	(At 4 cents) 22,785		7			47,465,416	\$2,872,942 96	22 85	\$2 50
144,537,906	229,809	[12,261,426]	9		2	144,867,775	7,340,000 66	22 03	\$2 35
87,413,202	727,170		8		1	88,140,372	4,399,744 90	30 31	\$4 53
31,638,104	124,129		5			31,778,233	1,587,316 36	14 11	\$2 27
245,900,720	2,470,125	[12,004,464]	7		2	562,437,947	18,996,641 00	26 34	\$4 92
3,074,473		[1,835,920]	6		2				
		[1,540,476]	1			3,074,473	153,723 65	52 30	\$10 42
680,657,096	2,605,018	[27,722,355]	41		9	683,752,114	\$24,150,655 52	24 30	\$4 06
22,663,318	20,810,216					43,203,534	\$3,661,252 02	47 01	\$5 48
			1	11					
			9	1					
			9	1					
			10	1					
			6	5					
			6	11					
			6	1					
			5	5					
			6	2					
194,067,686		17,636,119	64	38		201,705,806	\$6,708,384 31	25 27	\$3 13

23,492; 162d st. to City Hall, via Second ave. (9.68 mi.), 6,720; 177th to City Hall, via Second ave. (11.32 mi.), 5,124; miscellaneous, 600; shuttle, 500,050.

Sixth Avenue.—156th st. to South fy. (10.69 mi.), 479,424; 50th to South fy. (4.75 mi.), 28; 156th to Rector st. (10.16 mi.), 140,667; 58th to Rector (4.67 mi.), 68,816; 156th to Franklin (9.28 mi.), 4,214; 156th to Franklin (9.38 mi.), 33,357; miscellaneous, 78; shuttle, 58,713.

Ninth Avenue.—135th st. to South fy. (9.10 mi.), 368,904; 156th to South fy. (10.07 mi.), 82,101; 135th to South fy., via 6th and 9th aves. (9.39 mi.), 27; 156th to South fy., via Sixth and Ninth aves. (10.38 mi.), 7; 156th to Rector (9.54 mi.), 150,140; 135th to Rector (8.57 mi.), 226; 156th to Cortlandt (9.49 mi.), 563; miscellaneous, 21.

Lenox Avenue.—145th st. to City Hall (9.63 mi.), 365,842; Bronx pk. to City Hall (13.75 mi.), 6,229; Freeman st. to City Hall (12.53 mi.), 47,170; 96th to City Hall (7.04 mi.), 18; Bronx pk. to Atlantic ave. (16.94 mi.), 945,323; 42d st. to Atlantic ave. (5.14 mi.), 200; Brooklyn bridge to Atlantic ave. (3.39 mi.), 66; 145th st. to Atlantic ave. (12.86 mi.), 24; 149th to Atlantic ave. (13.75 mi.), 66; Bronx pk. to Brooklyn bridge (13.65 mi.), 116; Bronx pk. to 135th st. (4.67 mi.), 70; Bronx pk. to 96th (7.21 mi.), 340; Bronx pk. to South fy.

(14.64 mi.), 412; Bronx pk. to Borough Hall (16.01 mi.), 53; Bronx pk. to Bowling Green (10.40 mi.), 10; Dyckman st. to City Hall (11.87 mi.), 162 (Broadway sub-route temporarily operated by Lenox equipment); miscellaneous, 47; shuttle, 18,345.

Broadway.—137th st. to City Hall (8.85 mi.), 302,869; City Hall to 11.87 mi.), 54; (14.34 mi.), 540; mi.), 30, 242d 253,904; Dyckman 140,223; 215th 11,149; 96th to 242d to Borough 215th to Borough Dyckman to B 24,867; 96th to 20; Dyckman to 80,254; 242d to 131,438; 215th to 57,333; 242d to I 56; Dyckman to 23; Grand Cent 151; 242d to 96 laneous, 152; shu

Queensboro.—Lexington ave. to Jackson ave. (1.39 mi.), 53,101; Lexington ave. to Hunter's Point ave. (1.58 mi.), 46,016.

*Exclusive of I. R. T transfers.
For footnotes 11 to 24 see next page.

TABLE VIII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Aver- age number of cars per day ²	Regular passenger- car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger- car hours (active and idle)
BROOKLYN HEIGHTS			(Single)			
Avenue C.....	0.78	2	79,734	60,939	1,898	10,359
Bushwick avenue.....	4.79	23	141,513	675,150	29,580	85,740
Calvary cemetery.....	1.41	5	77,451	101,949	3,276	17,379
Court street.....	3.12	23	236,223	710,004	27,795	95,675
Crosstown.....	9.37	62	237,383	1,580,148	68,215	233,304
Cypress Hills.....	1.67	6	91,598	152,559	5,421	22,023
Flatbush avenue.....	10.39	95	461,059	2,838,431	145,034	323,421
Flatbush-Prospect park ²²	3.65	²² 3	3,508	10,632	691	1,548
Flushing avenue.....	10.01	32	143,041	908,424	37,743	110,158
Flushing-Knickerbocker.....	5.09	14	53,157	246,577	10,029	32,530
Flushing-Ridgewood.....	7.00	21	152,038	818,202	37,770	81,258
Fulton street.....	9.78	58	273,407	1,750,507	73,156	230,319
Gates avenue.....	6.99	81	386,342	2,172,756	118,906	278,892
Gates-Prospect park ¹⁰	4.83	²¹ 10	8,878	43,164	2,805	6,124
Graham avenue.....	6.73	56	288,037	1,543,004	65,605	216,064
Grand street.....	9.93	31	161,269	1,110,711	49,250	119,347
Greenpoint.....	6.99	14	76,396	473,783	16,224	64,445
Hamilton avenue.....	5.92	26	182,755	709,370	28,154	90,896
Hunter's point shuttle.....	0.36	3	96,115	34,601	1,067	11,884
Lorimer street.....	5.90	38	241,938	1,023,759	40,804	146,651
Lutheran line.....	1.03	5	101,603	104,727	3,305	18,869
Meeker avenue.....	0.91	2	80,361	71,853	2,152	12,606
Montague street.....	1.81	5	113,836	140,267	3,421	24,361
Myrtle avenue.....	6.25	35	187,061	1,012,614	42,988	130,630
Nassau avenue.....	1.06	7	152,492	159,757	4,915	29,309
Nostrand avenue.....	10.85	40	267,105	1,400,494	66,195	173,169
Nostrand avenue shuttle.....	1.17	1	56,355	66,251	2,243	6,954
Nostrand-Culver ²⁴	7.71	²⁴ 11	5,095	35,280	1,693	4,505
Nostrand-Prospect park ²⁰	5.75	²⁴ 9	8,989	41,849	2,009	5,922
Putnam avenue.....	7.27	65	398,552	1,972,461	94,106	251,517
Richmond Hill.....	4.20	38	276,807	1,029,393	56,374	113,218
Sixteenth avenue.....	6.40	35	195,842	1,049,817	43,812	127,143
65th street-Bay Ridge avenue.....	4.94	13	160,690	611,091	19,494	64,129
65th street-Fort Hamilton avenue.....	2.03	8	138,004	258,353	11,674	36,489
Third avenue.....	8.11	35	253,050	1,048,362	41,757	133,262
39th street-Fort Hamilton avenue.....	3.79	3	19,933	68,626	2,153	8,791
Tompkins avenue.....	6.48	24	219,696	865,699	41,554	105,544
Tompkins-Culver ²⁰	8.28	²² 20	11,299	76,866	4,907	10,199
Union avenue.....	4.62	23	114,285	527,700	20,852	79,541
Wyckoff avenue shuttle.....	0.42	1	35,623	15,439	450	4,641
Total ²⁶.....		948	6,188,720	27,521,559	1,229,499	3,521,359

¹ Unless otherwise indicated, the length of route entered in the table is, in the case of several sub-routes, the longest one regularly operated.

² Allowance is made in the totals for routes not operated the entire year by giving weighted averages which take proper account of duration of operation. There are certain intercompany duplications in cars returned for the Brooklyn Rapid Transit system.

³ Unless otherwise specified.

⁴ Represents the number of stations at which passengers may transfer from trains operated over one route to those operated over another route, or from local to express trains, or vice versa.

⁵ Figures can not be subdivided by routes as in the case of car-movement data, but for the distribution of fares by stations, see Table IX.

⁶ Of these, 25,905,335 were at 7 cents, and 13,704,831 at variable rates, averaging as follows: July, \$.0485; Aug., \$.0486; Sep., \$.0486; Oct., \$.0485; Nov., \$.0484; Dec., \$.0483; Jan., \$.0485; Feb., \$.0484; Mar., \$.0483; Apr., \$.0482; May, \$.0484; June, \$.0485.

⁷ The earnings were reduced by \$3 due to an adjustment by the company.

⁸ The Liberty avenue extension was placed in operation Sep. 25, 1915, increasing line 2.10 miles.

⁹ Begun Jan. 15, 1916.

¹⁰ On a yearly basis, 17.

¹¹ The West End elevated (elevated train operation on former steam surface road) was discontinued June 24, 1916, and was succeeded by the West End-Fourth Avenue line on elevated structure, operating to 18th avenue. The West

TABULATIONS FROM RETURNS OF STREET RAILWAYS 253

passenger movement by routes, 1 16 — Continued

NUMBER OF PASSENGERS		TRANSFERS				Revenue passengers and transfers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Re- spond- ent	Asso- ciated com- panies	For- eign com- panies				
	(At 5 cents) :								
296,435	9,503	285,630	1	4	.....	591,568	\$15,106 84	24.8	\$1 46
4,351,352	75,929	1,548,024	20	12	.....	5,975,305	219,845 47	32.6	2 56
601,107	9,582	423,168	6	.....	.....	1,033,857	30,342 81	29.8	1 75
4,841,414	52,050	2,037,775	15	13	.....	6,931,239	243,632 20	34.3	2 55
12,465,503	= 493,569	7,720,580	36	37	1	20,679,652	633,239 06	40.1	2 71
695,422	23,975	748,128	9	3	.....	1,467,525	35,490 35	23.3	1 61
15,650,567	= 384,196	6,631,193	22	20	1	22,655,956	792,148 69	27.9	2 45
39,830	459	11,300		51,589	2,005 27	18.9	1 30		
4,815,509	78,059	2,605,459		23	22	7,499,027	243,117 22	26.8	2 21
1,361,937	8,447	567,495	23	21	.....	1,937,879	68,350 26	27.7	2 10
3,577,927	93,871	2,462,950	6	2	.....	6,134,748	181,712 48	22.2	2 24
11,344,741	= 366,759	4,981,041	20	19	1	16,692,541	576,091 43	32.9	2 50
15,712,893	= 353,576	6,956,342	23	22	1	23,022,811	794,537 09	36.6	2 35
248,547	10,100	154,024	18	15	.....	412,671	12,730 35	29.5	2 08
10,914,849	141,377	6,625,647	29	22	.....	17,681,873	549,963 76	35.6	2 55
4,933,455	121,887	2,141,323	15	10	.....	7,221,665	251,579 36	22.7	2 10
1,555,744	28,420	1,022,236	27	23	.....	2,606,400	78,639 80	16.6	1 22
4,407,565	= 541,584	1,614,157	6	8	1	6,563,306	239,019 20	33.7	2 63
800,754	5,412	888,216	4	.....	.....	1,624,382	40,200 06	116.2	3 28
6,056,350	148,154	5,242,068	23	20	.....	11,446,572	307,262 12	30.0	2 10
733,458	22,702	1,072,068	10	2	.....	1,828,228	37,353 96	25.7	1 08
302,207	3,664	344,273	2	.....	.....	650,144	15,220 27	21.2	1 21
618,235	2,957	609,850	13	16	.....	1,231,042	31,000 46	22.1	1 27
6,302,000	= 245,127	3,327,867	25	22	1	9,874,994	320,675 99	31.7	2 45
1,369,073	28,379	1,391,159	6	.....	.....	2,778,611	69,205 02	43.4	2 30
8,706,350	157,571	5,651,731	21	16	.....	14,517,653	440,144 66	31.4	2 51
81,637	6,102	82,173	2	.....	.....	169,912	4,264 91	6.4	0 61
162,164	9,943	53,775	21	21	.....	225,882	8,406 49	23.8	1 87
193,522	6,655	84,882	17	18	.....	290,159	10,130 75	24.2	1 71
13,038,379	= 348,063	3,851,819	19	20	1	17,238,261	660,564 30	23.5	2 63
5,571,532	132,958	6,311,065	9	4	.....	12,015,555	282,565 34	27.4	2 50
4,948,945	= 294,671	2,006,380	16	29	1	7,249,996	253,476 80	24.1	1 99
2,070,777	52,625	852,681	4	6	.....	2,976,085	105,117 60	17.2	1 64
1,213,685	29,630	157,523	3	1	.....	1,400,838	61,573 15	23.8	1 69
5,960,753	= 332,058	2,324,237	15	21	1	8,637,048	305,891 74	29.2	2 30
157,023	1,627	30,426	3	3	.....	189,076	7,899 96	11.5	0 90
5,417,703	116,103	2,403,386	16	18	.....	7,937,192	274,368 24	31.7	2 60
241,090	18,206	137,180	20	23	.....	496,476	17,600 68	22.9	1 73
2,097,807	60,754	2,069,373	24	15	.....	4,827,934	136,712 97	25.9	1 72
18,528	688	36,172	10	1	.....	55,388	947 04	6.1	0 20
164,628,869	4,817,393	87,454,778	592	517	9	256,901,040	\$8,358,351 15	30.4	\$2 37

End street-surface line of the Nassau Electric also operates under this structure.

¹⁹ On a yearly basis, 83.

²⁰ On a yearly basis, 1.

²¹ Discontinued Sep. 7, 1915; resumed June 24, 1916.

²² On a yearly basis, 7.

²³ "Car borrowed from regular service."

²⁴ In addition to points where transfers to surface lines are issued, elevated stations from which two or more routes diverge and at which a passenger may transfer from one route to another are classed as transfer points.

²⁵ Of these, 355,736 were at 1½ cents.

²⁶ Of these, 142,917 were at 1½ cents.

²⁷ Discontinued Sep. 6, 1915.

²⁸ Of these, 161,130 were at 1½ cents.

²⁹ Of these, 128,613 were at 1½ cents.

³⁰ Discontinued Sep. 18, 1915; resumed May 21, 1916.

³¹ On a yearly basis, 4.

³² Of these, 478,687 were at 3½ cents.

³³ Of these, 133,838 were at 1½ cents.

³⁴ Discontinued Sep. 18, 1915.

³⁵ On a yearly basis, 3.

³⁶ Of these, 134,740 were at 1½ cents.

³⁷ Of these, 210,792 were at 1½ cents.

³⁸ Of these, 233,072 were at 1½ cents.

³⁹ Discontinued Sep. 18, 1915; resumed May 30, 1916.

⁴⁰ Not including this company's share in the bridge locals.

TABLE VIII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Aver- age number of cars per day ²	Regular passenger- car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger- car hours (active and idle)
BROOKLYN, QUEENS COUNTY & SUB.			(Single)			
Broadway.....	8.02	40	241,670	1,358,123	65,178	173,735
Broadway ferry shuttle.....	1.53	5	112,550	180,093	5,410	32,433
Jamaica avenue.....	4.53	43	430,176	1,650,167	72,526	182,561
Metropolitan avenue.....	6.45	13	94,361	444,361	17,438	57,474
Metropolitan avenue shuttle.....	2.27	2	26,667	57,320	1,684	9,312
Reid avenue.....	9.23	32	227,814	1,369,710	65,813	156,924
Sumner avenue.....	4.64	18	113,449	518,059	16,604	70,780
Utica avenue shuttle.....	2.27	1	20,364	46,101	1,357	5,112
Wyckoff avenue.....	4.72	8	64,524	258,055	8,549	37,456
Total.....	—	162	1,331,775	5,881,989	254,559	725,792
CONEY ISLAND & BROOKLYN			(Single)			
DeKalb avenue.....	16.77	81	460,522	2,424,378	112,830	305,994
Franklin avenue.....	12.92	35	212,411	1,308,114	67,201	147,081
Smith street.....	13.00	69	366,750	2,619,949	112,902	279,995
Total ³	—	185	1,039,692	6,352,441	285,933	733,070
CONEY ISLAND & GRAVESEND			(Single)			
Sea Gate.....	3.18	6	83,224	224,134	9,300	28,749
NASSAU ELECTRIC			(Single)			
Bergen street.....	9.34	58	325,571	1,887,168	75,348	238,009
Church avenue.....	6.42	41	214,834	1,316,533	53,174	142,772
15th street.....	2.70	12	86,485	233,226	7,831	37,337
Fifth avenue.....	9.23	58	380,888	1,697,191	81,976	229,510
Flatbush-Seventh avenue.....	4.01	26	236,996	687,010	33,836	109,008
Hamburg avenue.....	9.64	44	208,293	1,391,217	69,135	166,137
Hicks street.....	2.74	7	60,906	162,793	4,815	24,316
Hoyt and Sackett streets.....	4.06	11	85,098	344,758	11,756	47,638
New Lots avenue.....	1.74	12	179,015	295,523	10,992	37,789
Ocean avenue.....	10.47	25	162,146	1,248,693	57,906	134,439
Park avenue.....	6.24	18	102,254	461,582	14,734	67,861
Ralph-Rockaway avenue.....	8.55	69	342,600	2,134,651	100,520	262,606
Rogers avenue.....	5.31	19	111,332	504,099	19,848	61,619
Seventh avenue.....	5.62	19	55,731	255,340	9,633	35,356
65th street and 86th street.....	3.35	10	108,892	331,458	10,001	41,962
St. John's place.....	5.81	53	448,939	1,516,083	78,284	201,882
39th street-Coney Island.....	7.67	12	85,598	579,983	29,298	60,838
Union street.....	6.70	27	142,277	738,450	22,458	90,098
Vanderbilt avenue.....	5.31	25	144,280	759,095	32,855	94,255
West End elevated ¹⁵	5.58	¹⁶ 84	333,757	1,794,559	97,616	146,655
West End surface ¹⁷	5.69	¹⁸ 16	4,633	15,574	529	1,682
Total ³	—	630	3,820,520	18,355,006	822,545	2,231,769

¹ Unless otherwise indicated the length of route entered in the table is, in the case of several sub-routes, the longest one regularly operated.

² Allowance is made in the totals for those routes that were not operated the entire year by giving weighted averages which take proper account of duration of operation. There are

certain intercompany duplications in cars returned for the Brooklyn Rapid Transit system.

³ Unless otherwise specified.

⁴ Of these, 234,179 were at 1½ cents.

⁵ Of these, 262,289 were at 1½ cents, and 133,088 at 3½.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 255

Passenger movement by routes, 1916 — Continued

NUMBER OF PASSENGERS		TRANSFERS				Revenue passengers and transfers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Respondent	Associated companies	Foreign companies				
	(At 3 cents)								
8,044,792	147,161	5,677,540	7	27	.....	13,869,493	\$406,654 43	29.9	\$2 34
440,617	7,799	552,617	7	12	.....	1,001,033	22,264 82	12.4	0 69
10,233,234	174,472	6,997,005	1	3	.....	17,454,711	519,395 86	31.5	2 85
1,985,414	50,495	1,023,177	6	19	.....	3,059,086	100,785 55	22.7	1 75
60,401	342	20,988	6	17	.....	81,731	3,030 31	5.3	0 33
6,812,042	143,116	4,205,614	7	33	.....	11,160,772	344,895 58	25.2	2 20
2,866,144	58,388	1,377,622	6	27	.....	4,302,154	145,058 84	28.0	2 05
63,231	1,966	94,094	1	2	.....	159,291	3,220 53	7.0	0 63
1,004,777	20,427	460,451	6	28	.....	1,485,655	50,851 66	19.7	1 36
21,560,652	604,166	20,409,108	47	173	.....	52,573,926	\$1,596,157 58	27.1	\$2 20
	(At 3 cents) *								
15,524,447	597,858	6,008,842	7	75	1	22,131,147	\$791,035 72	32.6	\$2 59
6,709,952	239,557	3,781,091	4	35	.....	10,730,600	342,684 31	26.2	2 33
12,626,291	757,748	4,698,429	7	52	2	18,082,468	651,215 21	24.9	2 33
24,830,690	1,595,163	14,488,362	18	162	3	50,944,215	\$1,784,935 24	28.1	\$2 43
	(At 3 cents)								
1,331,563	62,907	309,977	1	4	.....	1,704,467	\$68,466 36	30.5	\$2 38
	(At 3 cents) *								
10,655,914	215,282	5,240,740	22	27	.....	16,111,936	\$539,254 16	29.6	\$2 27
5,790,533	96,051	5,022,567	9	21	.....	10,909,151	292,406 18	22.2	2 05
1,146,691	188,664	980,438	7	8	1	2,315,793	63,814 48	27.4	1 71
11,718,626	280,848	6,091,584	20	21	.....	18,091,058	594,356 74	35.0	2 59
6,209,993	306,974	1,942,194	12	16	1	8,459,161	316,654 36	46.1	2 90
7,661,292	191,701	4,069,361	7	30	.....	11,922,354	388,815 63	27.9	2 34
469,261	59,338	300,877	15	15	1	829,476	24,502 41	15.1	1 01
1,532,663	31,724	940,019	12	19	.....	2,504,406	77,584 87	22.5	1 63
2,143,505	31,826	2,002,232	3	1	.....	4,177,563	108,130 03	36.6	2 86
4,856,072	151,552	2,597,884	9	29	.....	7,605,508	247,350 16	19.8	1 84
1,804,021	103,000	605,997	12	29	1	2,513,018	92,330 78	20.0	1 36
11,512,518	224,194	4,654,030	8	29	.....	16,390,742	582,351 72	27.3	2 22
2,108,686	71,262	581,050	16	24	1	2,760,998	107,029 20	21.2	1 74
1,055,957	6,219	301,212	14	18	.....	1,363,388	52,984 42	20.8	1 50
989,115	18,232	418,095	5	3	.....	1,405,442	49,002 71	14.8	1 17
11,130,140	360,571	4,990,440	18	26	1	16,481,151	564,536 01	37.2	2 80
2,307,172	102,322	469,327	4	3	.....	2,878,821	118,428 26	20.4	1 95
2,948,238	71,591	1,504,314	13	19	.....	5,524,143	199,559 63	27.0	2 21
2,747,257	129,653	2,028,699	9	17	1	5,905,609	190,422 29	25.1	2 02
8,835,233	.....	734,085	.....	.....	.....	9,569,378	441,764 64	24.6	3 01
61,101	320	37,929	2	2	.....	99,351	3,064 70	19.7	1 82
99,664,049	2,641,324	45,513,074	217	357	7	147,818,447	\$5,054,345 38	27.5	\$2 26

* Not including this company's share in the bridge locals

† Of these, 164,003 were at 3½ cents.

‡ Of these, 229,087 were at 1½ cents.

§ Operation changed Nov. 8, 1915.

|| Of these, 55,558 were at 1½ cents.

¶ Of these, 72,023 were at 1½ cents.

‡ Of these, 40,723 were at 1½ cents.

§ Of these, 209,110 were at 1½ cents.

|| Of these, 62,261 were at 1½ cents.

¶ Discontinued June 24, 1916.

|| On a yearly basis, 83.

‡ Begun June 24, 1916.

¶ On a yearly basis, 1.

TABLE VIII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average number of cars per day ²	Regular passenger-car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger-car hours (active and idle) ³
SOUTH BROOKLYN						
15th street ⁴	5.68	12	(Single) 1,130	6,467	420	509
Nostrand-Culver ⁵	4.69	11	4,519	21,060	1,011	1,553
Norton's point	2.25	6	127,563	237,141	7,293	29,417
Reid avenue	4.66	25	104,305	176,950	8,530	12,528
Tompkins-Culver ⁶	4.67	20	9,287	43,367	2,768	3,251
Union street ⁷	5.69	22	18,838	107,224	6,919	8,478
Vanderbilt avenue ⁸	5.68	23	10,321	58,630	3,810	4,653
Culver elevated	5.44	51	221,300	1,066,580	59,454	75,566
Total	—	111	497,265	1,717,419	90,205	135,998
BRIDGE LOCALS						
Brooklyn bridge ¹²	1.14	8	(Single) 218,352	244,225	8,327	35,674
Manhattan bridge ¹³	2.25	11	202,972	498,060	19,587	53,581
Williamsburg bridge ¹⁴	1.60	22	516,902	802,091	28,644	91,666
Queensboro bridge ¹⁵	1.62	8	139,982	226,731	6,619	30,189
Total	—	49	1,078,208	1,681,107	63,177	211,080
NEW YORK RAILWAYS						
Lexington avenue	10.08	133	(Round) 185,219	4,625,451	168,213	541,457
Fourth and Madison avenues	9.15	181	255,123	5,423,856	256,104	711,933
Sixth and Amsterdam avenues	9.31	98	168,070	2,888,122	121,015	435,065
Broadway and Columbus avenue	10.26	118	183,227	3,846,788	198,349	578,025
Broadway and Amsterdam avenue	6.90	57	139,474	1,916,723	94,352	276,939
Seventh avenue and Brooklyn	{ 5.84 } { 3.96 }	74	171,162	1,958,339	75,791	239,671
Eighth avenue	10.34	122	196,582	4,157,619	173,213	531,189
Ninth avenue	4.12	29	98,536	840,106	29,964	130,399
145th street	0.89	8	149,033	206,752	9,603	40,014
116th street	2.27	21	175,235	785,024	27,552	102,295
86th street	1.72	28	207,908	705,695	25,399	103,237
34th street	2.35	44	238,105	1,118,762	44,113	177,767
23d street	2.44	49	221,148	1,246,396	49,960	187,369
14th street	4.81	92	279,703	2,632,618	104,536	379,125
8th street	2.27	20	106,123	503,317	19,129	79,967
Canal street	0.65	2	55,233	72,128	2,050	14,462
Total — Electric-conduit	—	1,076	2,829,931	32,388,701	1,399,343	4,568,878
Avenue C (Horse)	3.49	22	66,070	453,244	8,839	91,866
Sixth avenue ferry ¹⁶ { Horse	0.69	1	8,481	15,775	310	4,302
{ Storage-battery	1	1	23,410	43,464	1,347	10,097
Bleecker street (Horse)	1.26	1	5,343	13,408	262	3,410
Spring and Delancey sta. (Stor.-battery)	2.30	28	117,240	532,779	16,526	113,183
Madison street ¹⁷ { Horse	2.23	13	51,535	229,844	4,479	48,434
{ Storage-battery	18	18	70,013	308,858	9,576	65,110
Total { Horse	—	37	131,489	712,871	18,890	143,012
{ Storage-battery	—	47	210,663	885,101	27,449	188,535
Total — New York Railways	—	1,160	3,172,023	33,984,073	1,440,682	4,925,255

¹ Unless otherwise indicated, the length of route entered in the table is, in the case of several sub-routes, the longest one regularly operated.

² Allowance is made in the totals for routes not operated the entire year by giving weighted averages which take proper account of duration of operation. There are certain intercompany duplications in cars returned for the Brooklyn Rapid Transit system.

³ Discontinued Aug. 15, 1915; resumed May 30, 1916.

⁴ On a yearly basis, 3.

⁵ Discontinued Sep. 18, 1915.

⁶ Discontinued Sep. 18, 1915; resumed May 30, 1916.

⁷ On a yearly basis, 7.

⁸ Discontinued Sep. 19, 1915; resumed May 20, 1916.

⁹ On a yearly basis, 8.

¹⁰ Discontinued Sep. 18, 1915; resumed May 28, 1916.

¹² Unless otherwise specified.

¹³ The Brooklyn bridge local service is operated jointly by the Coney Island & Brooklyn, Brooklyn Heights, and Nassau Electric; the receipts are apportioned on the basis of 16 per cent, 60 per cent, and 24 per cent, respectively.

¹⁴ Of these, 113,037 were at 3 cents.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 257

passenger movement by routes, 1916 — Continued

NUMBER 40 PASSENGERS		TRANSFERS				Revenue passengers and transfers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Re-spond-ent	Asso-ciated com-panies	For-eign com-panies				
35,979				5		35,979	\$1,708 95	27.8	\$3 35
125,095			2	2		125,095	6,254 71	29.7	3 94
1,307,928		1,390,327	1	3		2,698,255	65,396 40	27.6	2 22
671,761				2		671,761	33,588 04	19.0	2 68
296,975			1	2		296,975	14,848 75	34.2	4 57
530,332				2		530,332	26,516 57	24.7	3 13
326,995				5		326,995	16,349 75	27.9	3 81
4,196,290		431,563		5		4,626,853	209,764 50	19.7	2 78
7,490,355		1,821,890	4	26		9,312,245	\$374,517 67	21.8	\$2 75
	(At 2½ cents) ¹²								
	¹⁴ 4,207,687					4,207,687	\$105,757 36	43.3	\$2 96
	¹⁵ 4,908,477					4,908,477	123,793 23	30.3	2 31
	¹⁶ 15,813,802					15,813,802	265,866 71	33.1	2 90
	¹⁷ 2,840,989					2,840,989	71,331 99	31.5	2 36
	27,770,955					27,770,955	\$566,740 29	33.7	\$2 68
	(At 3 cents) ¹⁸								
27,765,700	¹⁹ 2,114,545	9,591,887	20		2	39,472,132	1,451,466 63	36.06	\$2 68
43,503,583	²⁰ 2,848,054	12,382,177	17		3	58,733,814	2,260,289 21	41.68	3 17
22,194,820	²¹ 3,123,394	9,527,189	21		5	34,855,408	1,202,640 42	41.64	2 76
30,254,430	²² 4,018,850	6,989,284	25		4	41,262,564	1,682,419 68	42.44	2 82
13,986,061	²³ 655,399	3,277,069	15		2	17,917,422	718,902 45	37.51	2 60
12,437,956	696,323	4,310,562	26		1	17,444,841	642,787 49	32.82	2 14
28,121,709	²⁴ 4,182,437	10,534,584	18		3	42,838,730	1,529,497 72	36.79	2 88
5,410,724	²⁵ 103,723	3,073,731	16		2	8,588,178	273,305 81	32.53	2 10
1,667,225		1,335,331	2			3,002,556	83,361 25	31.25	2 08
5,406,422		4,676,934	7			10,083,356	379,321 19	34.43	2 64
5,798,943		7,097,407	4			12,891,350	289,697 15	41.05	2 81
12,637,318		9,146,837	10		2	21,784,155	631,865 90	56.48	3 55
13,582,306		9,248,947	9		2	22,811,253	673,115 30	54.41	3 62
21,142,173		10,430,118	13			31,572,291	1,057,108 65	40.15	2 79
3,525,069		2,072,112	19			5,598,181	176,303 45	35.03	2 20
114,652		98,978	6		1	213,630	5,732 69	7 95	6 49
247,624,061	17,752,628	108,798,147	228		27	369,069,856	12,903,823 81	39.84	2 81
2,142,885		1,356,122	17		1	3,499,007	107,144 25	23.64	1 17
19,835		16,725				36,610	994 25	6.30	0 23
65,668		50,082	9			115,750	3,283 49	7.55	0 38
3,576		1,045	9			4,621	178 80	1.33	0 05
3,980,066		1,964,916	10		2	5,944,982	199,093 30	37.35	1 76
1,496,053		698,280	10		{	2,194,333	74,802 65	32.54	1 54
1,796,349		641,576				2,437,925	89,817 45	29.08	1 38
5,692,399		2,072,172				5,734,571	183,119 95	25.71	1 24
5,342,083		2,656,574				8,498,657	298,104 15	33.00	1 55
257,028,563	17,752,628	108,521,893	283		30	383,303,084	\$13,379,047 91	39.37	\$2 72

¹² Operated by the Manhattan Bridge 3-Cent Line. For bridge-local passengers carried over the Manhattan bridge by the Brooklyn & North River, see Local line under Brooklyn & North River.

¹³ Of these, 216,261 were at 3 cents.

¹⁴ Operated by the Bridge Operating Company.

¹⁵ Of these, 690,997 were at 2 cents, and 15,122,606 at 1½.

¹⁶ Operated by the Manhattan & Queens Traction Corporation.

¹⁷ Of these, 61,453 were at 3 cents.

¹⁸ Of these, 19,104 were at 1½ cents.

¹⁹ Of these, 24,867 were at 1½ cents.

²⁰ Of these, 82,005 were at 1½ cents.

²¹ Of these, 65,049 were at 1½ cents.

²² Of these, 687 were at 1½ cents.

²³ Represents length of main line to Brooklyn.

²⁴ Represents length of Christopher street ferry branch.

²⁵ Of these, 154,563 were at 1½ cents.

²⁶ Of these, 25,656 were at 1½ cents.

²⁷ Desbrosses Street Ferry branch extension (0.24 miles) discontinued April 2, 1916.

²⁸ Roosevelt Street Ferry branch extension (0.32 miles) discontinued Jan. 19, 1916.

²⁹ Estimated on a basis of car hours.

TABLE VIII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average number of cars per day ²	Regular passenger- car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger- car hours (active and idle)
SECOND AVENUE, RECEIVER						
Second avenue ³	7.73	38	(Round) 120,691	1,096,746	74,966	232,895
First avenue ⁴	6.28	33	144,428	1,288,035	56,663	180,298
86th street ⁵	0.56	1	35,383	39,629	1,427	7,210
Total.....	—	72	300,502	3,024,410	133,056	420,403
BROOKLYN & NORTH RIVER						
Main line.....	3.03	⁷ 33	(Round) ⁷ 138,499	⁷ 861,609	⁷ 31,030	⁷ 132,963
Local line ⁶	⁸ 1.36	⁸ 2	⁸ 11,970	⁸ 32,606	⁸ 1,174	⁸ 5,032
Total.....	—	35	150,469	894,215	32,204	137,995
THIRD AVENUE						
Third avenue.....	12.57	152	(Round) 296,537	4,976,969	252,277	637,415
125th street crosstown.....	2.06	19	133,448	557,344	28,226	72,345
Kingsbridge.....	6.79	25	69,338	910,046	46,151	99,069
Tenth avenue.....	1.92	32	76,458	255,883	12,970	33,285
Broadway and 145th street.....	2.60	7	66,166	339,034	13,428	40,202
Total.....	—	235	641,947	7,039,276	353,052	882,319
DRY DOCK, E. B'WAY & B., RECR.						
Grand street.....	3.18	25	(Round) 140,841	615,251	24,310	88,607
Cortlandt (storage-battery).....	1.08	1	7,842	17,094	434	4,357
Post-office.....	3.16	18	71,851	409,869	16,211	55,767
Avenue B (storage-battery).....	3.52	24	64,664	435,333	11,060	77,851
Total.....	—	68	285,198	1,477,547	52,015	226,522
42D ST., MANH. & ST. N. AVE.						
42d street crosstown.....	4.26	53	(Round) 195,241	1,205,803	61,127	190,851
Broadway.....	6.16	77	153,204	1,744,966	88,487	232,535
Tenth avenue.....	4.66	35	84,416	734,911	37,264	95,745
110th street (storage-battery).....	2.48	16	107,114	337,303	8,569	54,511
Total.....	—	181	539,975	4,022,983	195,447	573,642
BELT LINE						
59th street crosstown.....	1.79	41	(Round) 299,970	964,820	38,165	100,596
West belt (storage-battery).....	4.94	34	65,940	640,247	16,229	109,904
East belt (storage-battery).....	6.12	31	53,399	574,464	14,576	90,313
Total.....	—	106	419,309	2,179,531	68,970	300,813
MID-CROSSTOWN						
28th and 29th sts. crosstown (stor.-bat.)..	2.30	26	(Round) 75,733	332,826	8,458	72,667
N. Y. CITY INTERBOROUGH						
Zoological park.....	6.27	12	(Round) 39,126	496,157	21,632	53,373
Crosstown.....	6.15	20	62,014	749,040	33,370	85,776
Ogden avenue.....	2.63	11	55,929	294,918	11,085	38,813
University avenue.....	4.24	9	45,014	379,886	14,915	39,780
149th street.....	2.63	18	104,944	551,170	24,892	84,797
Randall avenue.....	1.99	1	13,829	32,033	1,167	7,480
Total.....	—	71	320,856	2,503,204	107,061	310,019

¹ Unless otherwise indicated, the length of route entered in the table is, in the case of several sub-routes, the longest one regularly operated.

² Allowance is made in the totals for routes not operated the entire year by giving weighted averages which take proper account of duration of operation.

³ Full-length trips are from Second ave. and 129th st. to Worth st. and Broadway. Short-line trips are as follows: 129th st. to Canal st. and Bowery (7.11 mi.), 75,087; 129th st. to Astor pl. and Broadway (6.255 mi.), 196; 129th st. to 96th st. and Second ave. (1.625 mi.), 1,985; 96th st. to 10th st. and Second ave. (4.335 mi.), 5,562; 96th st. to 34th st. and Second ave. (3.145 mi.), 431; 96th st. to 65th st. and Second ave. (1.525 mi.), 63.

⁴ Full-length trips are from First ave. and 125th st. to Astor pl. and Broadway. Short-line trips are as follows: 125th st. to 96th st. and First ave. (1.515 mi.), 33,471; 96th st. and First ave. to 10th st. and Second ave. (4.47 mi.), 36,730; 96th st. and First ave. to 34th st. and Second ave. (3.28 mi.), 10,965.

⁵ Full-length trips are from 86th st. and Second ave. to 92d street ferry. Short-line trips were made from that ferry to 96th st. and First ave. (0.94 mi.) to the number of 377.

⁶ Unless otherwise indicated.

⁷ This figure is arrived at by subtracting the figure estimated for bridge-local service from the total reported by the company.

⁸ The car service for bridge-local passengers of the Brooklyn & North River is not separate.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 259

passenger movement by routes, 1916 — Continued

NUMBER OF PASSENGERS		TRANSFERS				Revenue passengers and transfers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Respondent	Associated companies	Foreign companies				
9,094,492	(At 3 cents) 857,341	533,981	2	.....	3	10,485,814	\$480,444 83	28.32	\$2 06
6,791,303	1,247,519	586,110	3	.....	4	8,624,932	376,990 72	29.27	2 09
58,424	.....	81,046	2	.....	.....	89,470	2,921 20	7.87	0 41
15,944,219	2,104,800	1,151,137	7	.....	7	19,200,216	\$860,356 75	28.45	\$2 05
1,130,085	(At 3½ cents)* 3,334,327	4,262,033	.....	14	.....	8,726,425	\$167,647 49	19.46	\$1 26
.....	* 754,216	.....	.....	.....	.....	754,216	18,909 11	57.99	3 76
1,130,065	4,088,543	4,262,033	.....	14	.....	9,480,641	\$186,556 60	20.86	\$1 35
39,292,553	(At 3 cents)* 1,005,000	6,853,094	4	10	.....	47,750,647	\$2,008,869 42	40.36	\$3 15
4,676,864	.....	1,379,519	2	2	.....	6,056,383	283,843 20	41.96	3 23
5,280,127	.....	685,881	4	2	.....	5,946,008	263,006 35	28.90	2 63
1,273,834	.....	249,000	3	1	.....	1,522,834	68,691 70	21.89	1 91
2,171,466	.....	253,799	2	.....	.....	2,425,265	108,578 30	32.02	2 70
52,674,844	1,605,000	9,421,293	15	15	.....	63,701,137	\$2,677,963 97	38.04	\$3 04
3,337,871	(At 1½ cents) 9,921	1,237,206	2	1	2	4,575,077	\$166,896 72	27.13	\$1 88
9,921	.....	492	3	1	2	10,413	496 05	2.90	0 11
2,290,162	3,733	343,840	4	2	1	2,637,735	114,567 14	27.95	2 06
2,437,019	.....	273,074	2	3	6	2,710,093	121,850 95	27.99	1 57
8,074,973	3,733	1,854,612	11	7	11	9,933,318	\$403,810 86	27.33	\$1 78
14,009,794	(At 3 cents) 1,583,269	4,631,744	3	6	.....	18,641,538	\$700,489 70	58.09	\$3 67
15,667,361	.....	1,859,224	5	6	2	19,119,854	831,166 12	47.63	3 57
6,644,932	.....	1,721,261	3	2	.....	8,366,193	332,246 60	45.21	3 47
1,307,177	.....	774,638	1	2	.....	2,081,815	65,358 85	19.38	1 20
37,629,264	1,583,269	8,986,867	12	16	2	48,209,400	\$1,929,261 27	47.96	\$3 36
3,705,169	(At 2 cents) 17,937,950	461,663	2	3	8	22,104,782	\$544,017 45	56.39	\$3 39
2,699,091	.....	492,561	1	4	2	3,191,652	134,954 55	21.08	1 23
1,946,560	.....	340,723	1	5	.....	2,287,283	97,328 00	16.94	1 08
8,350,820	17,937,950	1,294,947	4	12	10	27,583,717	\$776,300 00	35.62	\$2 15
1,455,116	.....	926,408	.....	7	.....	2,381,524	\$72,755 80	21.86	\$1 00
1,715,573	(At 4 cents) 107,411	962,772	4	8	.....	2,785,756	\$90,075 09	18.15	\$1 69
3,247,547	1,780,333	1,780,367	2	10	.....	6,808,247	283,590 67	31.19	2 72
949,686	1,061,218	369,967	.....	5	.....	2,380,891	89,933 02	30.49	2 32
771,569	703,908	320,918	5	5	.....	1,862,390	67,034 57	17.65	1 69
4,848,666	.....	2,556,237	1	4	.....	7,404,903	242,433 30	43.99	2 86
55,316	.....	44,199	2	1	.....	99,515	2,765 80	8.63	0 37
11,594,357	3,662,865	6,034,480	14	33	.....	21,281,702	\$725,832 45	29.00	\$2 34

from that for through passengers, those paying the local fare not being allowed transfer privileges and being supposed to get off at the limits of the local service as named in the company's tariff report, the Bowery in Manhattan and Nassau street in Brooklyn. Hence it is necessary to estimate the car service pertaining to the bridge-local passengers. This is done by assuming that the ratio of car trips to passenger trips (including transfers) is constant, which assumption allots 11,970 car trips to the local service. The company reports the first track distance from the Bowery to Concord street, Brooklyn, as 1.362 mile. Car mileage is estimated by multiplying together these two figures (times 2 since the trips are round), and other car-service data are distributed in the ratio of the car-mileage thus

subdivided. This method, by reason of the use of a slightly greater distance for bridge local trips than the tariff calls for, tends somewhat to exaggerate bridge-local mileage. On the other hand there is an implied assumption that all the passengers of this company cross the bridge, which is only approximately true, but regard for the comparatively short distances the cars run beyond the bridge plazas and for the fact that the Brooklyn & North River passenger has not the privilege of re-transfer, as is the case for other lines on Canal street, indicates that it is practically correct.

* Of these, 10,741 were at 3 cents, and 743,475 at 2½ cents.

10 Of these, 293,117 were at 1½ cents.

TABLE VIII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Aver- age number of cars per day ²	Regular passenger- car trips during year	Car-miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger- car hours (active and idle)
PELHAM PARK & CITY ISLAND			(Round)			
Storage-battery.....	2.89	7	22,348	121,906	3,044	29,655
SOUTHERN BOULEVARD			(Round)			
129th st. and Third ave. to Pelham ave. . .	5.81	32	66,449	815,765	32,927	92,973
UNION			(Round)			
Boston road.....	5.59	37	76,746	800,890	40,965	199,193
Westchester avenue.....	5.61	40	98,757	1,093,883	47,694	127,417
177th street.....	4.20	19	63,673	509,187	26,325	59,536
138th street crosstown.....	2.65	13	57,867	289,202	10,878	41,629
Willis avenue ³	1.62	4	24,526	79,384	2,721	10,669
Sedgwick avenue.....	4.79	12	42,283	407,415	17,361	42,046
Fort Schuyler.....	0.96	4	50,911	100,767	3,967	14,662
Morris avenue.....	2.23	7	44,652	195,359	8,387	24,343
163d street crosstown.....	3.78	18	66,752	502,287	21,303	69,405
Fordham heights.....	2.16	4	23,145	81,631	3,079	11,949
Williamsbridge.....	7.28	26	61,860	889,157	45,098	93,396
Fordham and Woodlawn ¹⁰	10.80	43	76,161	1,326,455	67,988	151,590
Webster and White Plains avenues.....	8.71	48	79,476	1,364,069	59,869	162,876
Jerome avenue.....	7.09	32	69,811	1,053,499	41,005	100,161
Clason point.....	3.21	8	66,622	324,436	15,198	30,978
297th street and Fordham road.....	2.40	9	45,035	216,917	10,673	30,923
167th street crosstown.....	3.70	14	51,483	366,398	18,628	50,455
St. Ann's avenue-136th street.....	2.97	10	35,713	308,665	14,633	36,084
St. Ann's avenue-Harlem.....	2.60	5	24,531	153,483	5,722	18,583
Willis avenue and Bedford park ⁶	7.23	40	16,585	240,330	12,248	31,430
Pelham Bay park.....	1.20	3	48,569	122,313	5,599	11,313
Total.....	—	366	1,125,158	10,425,727	479,351	1,229,161
WESTCHESTER ELECTRIC			(Round)			
Bedford park.....	4.53	6	43,243	392,001	17,269	45,690
Harlem station.....	0.83	2	40,186	67,067	2,683	14,031
Fifth avenue and Mt. Vernon.....	1.85	2	27,163	99,551	3,825	14,575
Fifth avenue and 6th street.....	2.18	1	14,209	60,438	1,692	7,485
Pelham Manor.....	2.23	2	16,156	72,146	2,022	9,580
North Pelham.....	3.39	3	25,099	169,494	7,646	21,392
Webster avenue-Hudson park ⁷	2.82	3	25,926	136,825	6,112	21,656
East Main street.....	1.47	1	12,081	33,703	1,054	4,612
North street and Fifth avenue.....	2.07	2	27,646	113,865	5,156	14,631
Beechmont park.....	1.60	1	8,635	28,684	1,147	3,359
Glen Island.....	1.77	3	32,072	114,437	5,192	17,935
New Rochelle-Mt. Vernon.....	4.39	1	3,697	82,386	1,546	3,961
New Rochelle-177th street.....	10.45	12	38,875	802,354	35,568	82,568
Tuckahoe line.....	5.44	4	21,332	232,000	10,494	30,323
Webster avenue-New Rochelle ⁸	1.72	2	2,084	7,143	393	1,119
New Rochelle-Hudson park ⁹	1.05	2	1,767	3,816	210	639
Tickets sold.....	—	—	—	—	—	—
Conductors' shorts.....	—	—	—	—	—	—
Transportation of letter carriers.....	—	—	—	—	—	—
Total.....	—	45	340,171	2,365,910	101,909	293,816

¹ Unless otherwise indicated, the length of route entered in the table is, in the case of several sub-routes, the longest one regularly operated.

² Allowance is made in the totals for routes not operated the entire year by giving weighted averages which take proper account of duration of operation.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 261

Passenger movement by routes, 1916 — Continued

NUMBER OF PASSENGERS		TRANSFERS				Revenue passengers and transfers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Respondent	Associated companies	Foreign companies				
452,200						452,200	\$22,613 00	18.55	\$1 09
4,610,539		2,613,224		10		7,223,763	\$230,586 95	28.25	\$2 46
	(At 2½ cents)								
5,208,165		2,495,840	15	6		7,704,005	\$360,408 25	32.51	\$3 28
6,161,695		2,951,178	7	3		9,122,868	399,084 28	26.19	2 42
2,495,937		1,992,048	8	5		4,487,985	124,296 89	24.41	2 06
2,324,577		985,123	3	1		3,310,700	116,298 85	40.19	2 79
211,396		182,137	2	1		393,533	10,500 80	18.31	0 99
1,166,762		398,815	7	3		1,565,577	55,438 10	18.61	1 27
644,089		630,363	1			1,274,452	33,294 45	32.95	2 26
917,952		726,949	2	2		1,644,901	45,807 00	23.49	1 59
3,300,652		1,826,041	6	3		5,126,693	160,532 00	38.75	2 44
188,700		185,901	3	3		374,601	9,465 08	11.56	0 79
3,995,007		1,398,439	3	2		5,393,446	195,260 25	31.96	2 09
6,905,778	43,122	2,171,585	9	5		10,120,485	346,366 91	26.11	2 28
7,818,898		2,798,088	9	4		10,616,986	398,944 80	28.66	2 40
2,211,427		1,390,224	5	5		4,601,651	160,571 85	15.24	1 80
1,342,779		621,639	2	1		1,964,418	67,188 05	20.71	2 17
1,399,003		918,567	3	3		2,317,570	68,000 15	31.35	2 26
2,399,902		1,590,151	8	2		3,990,053	116,045 19	31.67	2 30
2,227,083		1,023,847	7	1		3,250,930	111,354 15	36.08	3 09
597,845		297,586	4	1		895,431	26,392 25	17.20	1 42
1,822,872		648,065	7	6		2,470,937	91,148 09	37.92	2 90
662,822		396,306	1			1,056,128	32,691 10	26.72	2 89
14,759,329	43,122	26,698,887	112	57		31,811,338	\$2,739,044 45	26.27	\$3 28
	(At 2½ cents)								
1,379,282		398,204	3	1	2	1,647,676	\$68,000 10	17.80	\$1 51
278,162	271,007	481,671	3	2	2	1,079,440	20,598 30	30.71	1 47
346,151		128,175	4	1	2	474,326	17,397 55	17.89	1 19
160,596		46,826	5	1	2	197,412	7,529 39	12.46	1 01
127,448		32,517	3			160,963	6,372 80	6.83	0 67
532,175		145,186	7	1	2	677,361	26,608 75	18.70	1 24
762,982		344,090	2		1	1,107,072	38,194 10	27.91	1 81
114,717		31,126	2			145,843	5,738 85	17.62	1 24
588,860		155,900	2			744,760	27,638 09	24.32	1 89
189,669		21,027	2		1	210,696	7,963 00	27.83	2 33
657,013		222,769	1		1	879,782	33,350 65	29.14	1 85
98,074		42,098	6		2	132,172	4,508 70	18.91	1 17
2,322,923		699,898	9	2	2	3,522,968	146,146 00	18.21	1 75
801,863	43,855	386,793	2	2	3	1,322,511	45,689 52	19.09	1 51
22,451		20,795	2			43,246	1,672 55	23.41	1 49
31,321		17,751	2		1	49,072	1,800 05	41.04	2 45
66,269						66,269	3,313 45		
859						859	42 95		
							675 95		
9,197,808	315,462	2,994,925	55	10	22	12,418,199	\$403,962 67	19.81	\$3 58

* Discontinued Apr. 4, 1916.

* From 1915 report.

* Begun Apr. 5, 1916.

* On a yearly basis, 10.

* Discontinued June 8, 1916.

* Begun June 3, 1916.

* On a yearly basis, 1.

* Includes operating data for the West Mt. Vernon line.

TABLE VIII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average number of cars per day ²	Regular passenger- car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger- car hours (active and idle)
YONKERS RAILROAD³						
			(Round)			
Mt. Vernon.....	3.99	7	32,379	257,163	12,120	32,383
Tuckahoe.....	5.17	9	35,814	344,813	14,783	50,390
Hastings.....	4.27	13	40,375	433,794	21,107	45,858
Uniontown.....	0.91	1	28,298	51,446	2,058	7,017
Riverdale avenue.....	1.48	3	33,414	98,024	4,311	16,144
Park avenue ⁴	2.41	9	8,831	42,313	2,307	6,044
South Broadway, to Yonkers city line ⁴	1.90	13	20,643	64,896	4,291	12,615
South Broadway, to 242d street.....	5.19		38,708	311,000	15,000	
McLean avenue.....	4.03	6	20,154	230,040	10,230	29,103
Nepera park.....	4.02	6	37,990	58,834	2,434	14,102
Elm and Walnut streets.....	1.05	2	115,116	612,185	26,247	107,961
Broadway and Park avenue ⁴	4.27	29				
Tickets sold.....						
Conductors' shorts.....						
Transportation of letter carriers.....						
Total.....		92	419,780	2,913,472	132,549	359,757
NEW YORK & QUEENS COUNTY						
			(Round)			
Flushing.....	8.03	49.2	72,439	1,398,771	45,654	109,990
College point.....	9.50		47,262	850,816	36,713	81,836
Dutch Kills.....	4.04	18.6	63,646	501,925	19,596	63,490
Steinway.....	5.27	26.8	95,098	883,555	38,773	105,939
Corona.....	7.00	24.2	66,290	899,944	37,000	92,635
Ravenswood.....	2.96	4.1	31,097	185,146	6,663	23,881
Flushing avenue.....	2.93	3.9	37,153	198,547	7,667	24,826
Calvary.....	4.76	9.9	42,671	394,582	14,467	42,074
Broadway.....	2.24	3.0	29,928	134,080	4,949	16,928
Jamaica.....	5.96	8.0	34,658	412,583	17,553	45,034
Jane street shuttle.....	1.43	8.7	96,663	268,763	19,553	38,122
Total.....		156.4	616,499	8,788,231	249,236	644,735
LONG ISLAND ELECTRIC						
			(Round)			
City line, via Rockaway road.....	9.03	7.91	26,483	473,306	18,096	47,644
Far Rockaway.....	9.06	8.22	28,059	440,991	20,264	44,371
Total.....		16.13	54,542	914,297	38,360	92,019
NEW YORK & LONG ISLAND						
			(Round)			
Mineola and Brooklyn.....	24.22	22.88	35,049	1,086,719	47,499	96,594
Jericho turnpike.....	9.54	3.18	12,468	237,262	10,199	20,047
Hempstead-Jamaica.....	9.68	3.03	13,419	259,167	11,308	20,490
Total.....		29.09	60,936	1,583,148	69,006	137,131
OCEAN ELECTRIC						
			(Round)			
Far Rockaway to Bannock boulevard....	7.07	7	31,062	412,104	20,639	43,344
Park avenue.....	0.38	1	6,431	49,730	2,385	6,716
Far Rockaway to beach ¹⁵	1.07	1	6,451	12,485	622	3,475
Fares overpaid.....						
Total.....		9	43,944	474,319	23,646	53,535

¹ Unless otherwise indicated, the length of route entered in the table is, in the case of several sub-routes, the longest one regularly operated.

² Allowance is made in the totals for routes not operated the entire year by giving weighted averages which take proper account of duration of operation.

³ Traffic data for the Yonkers Railroad are placed here for reference, though the company

is not included in any of the other general tables, where totals for the city are shown, nor in the abstracts. The company is part of the Third Avenue system and operates its cars under track-way rights south of the city line on South Broadway to the 242d street station of the Interborough. It owns no track in the city, however, and is under the jurisdiction of the Second District Commission.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 263

passenger movement by routes, 1916 — Continued

NUMBER OF PASSENGERS		TRANSFERS				Revenue passengers and transfers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Re- spond- ent	Asso- ciated com- panies	For- eign com- panies				
	(At 2½ cents)								
1,003,189	228,485	511,806	3	4	.....	1,803,570	\$58,871 50	22.80	\$1 82
1,458,036	43,856	523,147	4	1	.....	2,025,038	73,998 18	20.28	1 47
1,778,755	889,800	2	.....	.....	2,616,623	88,837 75	20.48	1 94
115,518	106,694	1	.....	.....	222,142	5,775 90	11.23	0 82
497,272	200,476	1	.....	.....	787,748	24,863 60	25.13	1 54
223,234	116,818	1	.....	.....	340,052	11,161 70	26.38	1 85
475,677	243,673	4	.....	.....	719,350	23,783 85	35.55	.....
2,921,512	2,921,512	146,075 60	37.90	.....
1,065,031	671,997	4	3	.....	1,727,028	52,751 55	16.92	1 38
882,876	299,070	4	.....	.....	1,132,946	41,683 80	18.12	1 43
277,671	255,111	4	.....	.....	532,782	13,883 55	23.60	0 98
4,044,883	1,229,630	4	.....	.....	5,274,513	202,244 15	33.04	1 87
112,000	112,000	5,600 00	.....	.....
4,286	4,286	214 30	.....	.....
.....	1,247 18	.....	.....
14,858,940	272,340	5,068,310	32	8	.....	20,219,590	\$751,002 70	25.78	\$2 60
4,308,170	903,100	5	.....	.....	5,301,330	\$219,907 50	20.57	\$2 60
3,189,682	712,654	5	.....	.....	3,901,766	150,484 10	18.76	1 95
3,313,162	611,041	4	.....	.....	3,924,203	166,658 10	33.00	2 61
5,855,011	1,193,348	5	.....	.....	7,048,357	292,750 55	33.13	2 78
3,573,025	556,195	5	.....	.....	4,131,220	178,751 25	20.09	1 93
1,628,664	297,812	3	.....	.....	1,326,476	51,433 20	27.78	2 15
883,131	341,875	3	.....	.....	1,225,006	44,156 55	23.24	1 78
1,729,098	495,694	1	.....	.....	2,224,792	86,456 90	31.91	2 05
471,915	460,990	5	.....	.....	933,906	23,595 75	17.60	1 39
1,518,476	576,850	1	.....	.....	2,095,326	75,923 80	18.40	1 60
2,411,274	2,815,815	2	.....	.....	5,227,089	120,553 70	44.86	3 16
28,373,608	8,964,863	39	.....	.....	37,338,470	\$1,418,680 40	24.51	\$3 20
1,777,483	122,970	1	.....	.....	1,900,453	\$88,874 15	18.78	\$1 87
2,641,450	116,566	1	.....	.....	2,758,016	132,072 50	29.95	2 98
4,418,933	239,536	2	.....	.....	4,658,469	\$220,946 65	24.17	\$2 40
5,348,006	(At 3½ cents) 124,460	43,724	2	.....	.....	5,516,190	\$272,089 65	25.04	\$2 82
1,204,133	12 168,964	29,609	1	.....	.....	1,402,706	66,318 20	27.85	3 31
1,448,962	22,940	1	.....	.....	1,471,902	72,448 10	27.95	3 54
8,001,101	293,424	96,273	4	.....	.....	8,390,798	12 \$410,855 95	25.95	\$3 00
2,701,884	2,701,884	\$135,094 20	32.78	\$3 12
133,244	133,244	6,667 20	13.41	0 99
173,381	173,381	8,669 05	69.44	2 49
.....	21 00	.....	.....
3,008,609	3,008,609	\$150,451 45	31.72	\$2 81

¹ Discontinued Sep. 1, 1915.

² From 1915 report.

³ On a yearly basis, 2.

⁴ Begun Sep. 1, 1915.

⁵ On a yearly basis, 25.

⁶ Corona trestle, 1.00 miles discontinued Aug. 1915.

¹⁰ Unless otherwise specified.

¹¹ Of these, 6,486 are at 2½ cents.

¹² Of these, 24,684 are at 2½ cents.

¹³ Includes receipts from sales of 3½ cent and 2½ cent tickets that were unused at the close of the year.

¹⁴ Road extended 0.10 miles to Mohawk avenue, Belle Harbor, on June 8, 1916.

¹⁵ Discontinued Sep. 26, 1915; resumed May 7, 1916.

TABLE VIII. Traffic statistics: Car and

OPERATING STREET RAILWAYS AND ROUTES	Length of route (miles) ¹	Average number of cars per day ²	Regular passenger- car trips during year	Car-miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger- car hours (active and idle)
NEW YORK & NORTH SHORE						
Port Washington to Reekyn.....	3.90	1	(Round) 6,988	54,496	2,616	6,879
Hicksville to city line.....	16.91	74	6,552	221,646	10,639	20,417
Flushing to city line.....	6.66	76	15,298	197,964	9,502	15,664
Flushing to Whitestone.....	3.27	2	20,435	123,644	6,415	13,756
Total.....	—	9	49,273	607,750	29,172	56,516
MANHATTAN & QUEENS³						
THOMSON AVENUE.....	10.44	22	(Round) 44,477	752,690	40,406	74,741
RICHMOND LEAST & R. R.						
Main line — north.....	7.08	15	(Round) 56,416	733,470	37,935	80,282
Main line — south.....	4.15	6	45,000	379,096	20,691	40,872
Ball's head.....	2.98	2	20,656	129,204	4,268	14,768
Jersey street.....	2.11	2	20,950	68,846	2,897	12,768
Castleton avenue.....	3.85	8	29,306	229,590	10,454	20,198
Total.....	—	33	172,228	1,549,996	76,245	178,686
STATEN ISLAND MIDLAND						
Richmond.....	7.94	10	(Round) 26,881	556,447	23,047	55,052
Manor road.....	2.56	2	17,179	97,714	3,415	12,526
Silver lake.....	6.44	9	26,169	231,565	15,032	37,859
Osserford.....	8.23	6	23,325	378,997	16,960	37,694
St. George and Midland beach.....	7.39	20	24,287	271,116	12,551	29,514
Port Richmond and Midland beach ⁴	8.47	29	5,179	20,935	4,269	8,464
Total.....	—	50	123,020	1,725,774	75,274	181,119
SOUTHFIELD BRANCH⁵						
.....	1.57	2	(Round) 8,320	26,306	1,184	2,740
BUSH TERMINAL						
Bush Terminal plant to 20th street ferry.....	0.74	1	(Round) 7,662	11,899	454	2,763
VAN BRUNT ST. & HIND BASIN						
Hamilton ferry to Columbia street.....	1.39	6	(Round) 84,834	235,864	9,039	36,852
MARINE						
Manhattan beach to Sheepshead bay (storage-battery).....	1.36	2	(Round) 24,663	67,063	1,610	11,296

¹ Unless otherwise indicated, the length of route entered in the table is, in the case of several sub-routes, the longest one regularly operated.
² Allowance is made in the totals for routes not operated the entire year by giving weighted averages which take proper account of duration of operation.
³ Unless otherwise specified.
⁴ Of these, 1,040 were at 2½ cents, and 9,015 at 15 cents.
⁵ The same set of cars is used on both of these lines.
⁶ Of these, 15,040 were at 2½ cents, and 35,797 at 15cents.

⁷ For the bridge-local line of this company, see Queensboro bridge under Bridge Locals.
⁸ Of these, 1,570 were at 4½ cents, and 285 at 2½ cents.
⁹ Of these, 1,847 were at 4½ cents, and 3,823 at 2½ cents.
¹⁰ Of these, 2 were at 4½ cents, and 1,972 at 2½ cents.
¹¹ Of these, 230 were at 4½ cents, and 16 at 2½ cents.
¹² Of these, 353 were at 4½ cents, and 28 at 2½ cents.
¹³ Of these, 1,767 were at 4½ cents, and 3,798 at 2½ cents.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 265

passenger movement by routes, 1916 — Concluded

NUMBER OF PASSENGERS		TRANSFERS				Revenue passengers and transfers combined	PASSENGER RECEIPTS		
At 5 cents	At other than 5 cents	Number collected	NUMBER OF TRANSFER POINTS TO CARS OF —				Amount	Per car mile (cents)	Per car hour
			Respondent	Associated companies	Foreign companies				
	(At 10 cents) ⁵								
60,096	⁶ 61,265	55,220	1	.....	.....	176,597	\$9,504 05	17.44	\$1 42
540,880	⁶ 320,485	57,293	1	.....	.....	918,438	59,742 35	26.95	2 93
1,104,007	.....	24,439	1	.....	.....	1,128,446	55,209 35	27.88	3 52
815,917	.....	22,493	1	.....	.....	837,510	40,750 85	30.49	2 96
3,519,800	381,720	159,455	4	.....	.....	3,060,985	\$165,197 60	27.18	\$2 92
	(At 3 cents) ⁷								
4,323,940	5,200	.....	.....	.....	.....	4,329,209	\$216,355 07	28.74	\$2 89
	(At 4 cents) ⁸								
2,126,400	¹⁰ 22,908	661,733	3	2	.....	3,811,050	\$157,241 10	21.44	\$1 96
2,304,538	¹¹ 24,966	404,317	2	2	.....	2,733,819	116,177 34	30.65	2 84
503,333	¹² 33,297	204,877	1	.....	.....	741,007	26,468 96	20.49	1 79
500,787	¹³ 607	108,281	3	1	.....	609,675	25,064 54	28.21	1 96
1,418,948	¹⁴ 14,485	206,474	6	2	.....	1,638,915	71,528 45	31.15	2 37
7,854,011	96,273	1,584,182	15	7	.....	9,534,466	\$396,489 39	25.41	\$2 22
	(At 4 cents) ⁹								
2,125,166	¹⁶ 84,510	135,114	2	.....	.....	2,344,790	\$109,599 54	19.69	\$1 99
263,586	¹⁶ 2,933	181,111	1	3	.....	446,630	13,249 38	13.56	1 06
1,333,730	¹⁷ 21,254	88,216	1	4	.....	1,443,200	67,528 05	20.37	1 78
1,263,661	¹⁸ 16,273	160,919	2	.....	.....	1,449,853	63,839 12	16.84	1 69
1,284,867	¹⁹ 11,744	80,010	2	.....	.....	1,356,621	63,713 21	23.50	2 16
235,519	²⁰ 160	14,358	2	.....	.....	350,037	16,783 15	18.66	1 98
6,585,839	126,874	663,728	10	7	.....	7,391,131	\$334,694 43	19.39	\$1 85
	(At 4½ cents) ²¹								
211,845	2	.....	.....	.....	.....	211,847	\$10,592 34	40.27	\$3 87
	(At 3 cents) ²²								
.....	39,659	.....	.....	.....	.....	39,659	\$793 18	7.00	\$0.29
	(At 3 cents) ²³								
.....	²³ 2,303,515	.....	.....	.....	(*)	2,303,515	\$57,784 92	24.50	\$1 57
130,469	.....	.....	.....	.....	.....	130,469	\$6,523 45	9.72	\$0 58

¹⁶ Of these, 796 were at 4½ cents, and 83 at 2½ cents.

¹⁷ Of these, 1,914 were at 4½ cents, and 1,213 at 2½ cents.

¹⁸ Of these, 3,310 were at 4½ cents, and 1,360 at 2½ cents.

¹⁹ Of these, 490 were at 4½ cents, and 160 at 2½ cents.

²⁰ Discontinued Sep. 12, 1915; resumed May 21, 1916.

²¹ On a yearly basis, 3.

²² All at 4½ cents.

²³ Discontinued Oct. 31, 1915; resumed May 17, 1916.

²⁴ On a yearly basis, 1.

²⁵ Includes 775,778 joint-rate passengers at 1½ cents. In addition there were 15,805 joint-rate tickets sold (at 2 cents each) which were not presented.

²⁶ Joint-rate tickets are interchanged between the Van Brunt Street & Erie Basin and the following B. R. T. companies: Coney Island & Brooklyn, Nassau and Brooklyn Heights at one locality not included in the table.

TABLE IX. TRAFFIC STATISTICS: SUBWAY AND ELEVATED STATION RECORDS, 1916
(A) Ticket sales at Interborough subway stations by months
§ 1. January-June, with total for fiscal year

STATIONS	January	February	March	April	May	June	Total for six months	Total for year ended June 30, 1916
Atlantic avenue.....	1,955,526	1,784,330	1,968,724	1,907,864	1,941,103	1,821,887	11,379,431	22,533,801
Nevens street.....	437,105	406,077	446,247	431,328	420,932	371,089	2,512,778	4,738,682
{ North.....	5,093	5,050	6,050	5,569	5,081	4,192	31,035	53,817
{ South.....	733,123	698,019	786,876	756,787	736,026	670,515	4,381,346	8,052,780
Hoyt street.....	13,265	13,435	15,690	15,060	13,415	13,030	83,895	147,835
Borough Hall.....	830,260	776,854	868,842	826,919	841,951	746,795	4,891,621	9,149,150
Total main line, Brooklyn stations.....	3,974,372	3,683,765	4,092,426	3,943,527	3,958,508	3,627,508	23,280,106	44,676,205
South ferry.....	143,428	135,051	151,685	157,815	169,550	170,555	928,084	1,835,515
Bowling Green.....	540,317	514,974	591,130	538,246	562,811	562,896	3,310,364	6,251,080
Wall street.....	576,060	541,745	623,675	557,491	547,949	533,032	3,379,952	6,217,538
{ North.....	299,460	286,640	332,200	297,400	304,400	313,300	1,833,400	3,374,204
{ South.....	1,149,989	1,070,335	1,206,546	1,136,414	1,104,976	1,021,575	6,689,835	12,507,715
Fulton street.....	392,800	374,500	419,000	400,220	401,520	387,020	2,375,060	4,478,160
Total, South ferry to Fulton street.....	3,108,054	2,943,245	3,344,236	3,087,688	3,011,208	2,958,578	18,515,696	34,667,968
City Hall.....	56,058	50,769	58,703	54,956	53,772	50,363	324,621	607,118
Brooklyn bridge*.....	1,732,884	1,674,470	1,902,654	1,855,979	1,902,927	1,788,512	10,857,426	20,338,479
Worth street.....	135,932	129,048	146,735	131,198	122,973	114,165	780,061	1,449,960
{ North.....	57,900	56,700	65,600	54,400	51,800	51,000	337,400	636,925
{ South.....	504,624	483,467	543,769	487,472	464,489	422,789	2,906,610	5,555,953
Canal street.....	61,200	62,800	74,040	60,960	58,660	56,300	378,960	683,620
Spring street.....	398,898	378,420	430,032	395,207	377,010	325,239	2,299,806	4,317,036
Bleecker street.....	67,660	66,560	75,820	66,120	64,040	61,460	402,560	769,900
{ North.....	335,892	325,491	362,838	330,530	312,566	272,048	1,989,365	3,627,413
{ South.....	96,000	97,690	109,820	97,500	95,580	99,660	588,240	1,110,100
Astor place.....	433,638	420,910	462,345	428,119	415,617	347,119	2,507,748	4,574,885
14th street*.....	259,526	256,231	291,630	265,400	244,296	222,379	1,589,463	2,856,443
{ North.....	1,329,593	1,260,492	1,421,336	1,350,109	1,282,029	1,134,676	7,778,265	14,411,124
{ South.....	178,514	179,265	198,051	174,737	160,352	146,937	1,087,846	1,917,849
18th street.....	229,000	229,000	259,100	229,100	214,100	207,100	1,367,400	2,529,200
23d street.....	489,680	462,185	539,420	479,790	440,810	395,950	2,827,835	5,226,315
{ North.....	503,700	489,400	576,900	516,100	488,400	456,000	3,080,500	5,906,902
{ South.....	402,190	406,145	498,670	421,435	350,150	306,620	2,867,210	4,270,310
28th street.....	322,700	323,500	404,500	342,200	303,500	277,000	1,973,400	3,574,000

33d street.....	North.....	483,990	471,535	528,765	494,178	446,055	402,953	2,837,476	5,182,907
Grand Central*.....	South.....	401,400	386,600	444,400	423,000	392,200	363,400	2,411,000	4,424,400
Times square.....	North.....	2,141,863	2,011,487	2,263,566	2,178,293	2,112,728	1,938,321	12,046,227	28,168,634
50th street.....	South.....	775,690	759,006	815,270	748,810	707,810	686,575	4,398,130	7,787,296
Columbus circle.....	North.....	695,207	691,415	756,645	680,620	665,125	638,955	4,057,977	7,387,283
66th street.....	South.....	421,017	397,803	434,829	414,446	396,557	381,850	2,398,083	4,325,570
72d street*.....	North.....	290,920	281,890	319,500	299,620	293,980	286,820	1,742,720	3,145,780
79th street.....	South.....	384,267	369,797	418,289	393,029	386,002	312,335	2,258,719	3,982,750
86th street.....	North.....	337,100	321,000	360,800	343,200	344,300	295,400	2,001,800	3,569,200
91st street.....	South.....	172,246	164,558	178,406	162,078	159,758	137,786	974,782	1,733,810
96th street*.....	North.....	150,400	146,600	166,200	153,400	146,200	127,800	800,400	1,579,880
Total, express stations.....	South.....	488,880	457,310	516,495	503,565	478,505	406,825	2,851,580	5,032,619
Total, local stations.....	North.....	105,808	101,910	114,530	105,265	98,535	80,490	607,528	1,076,235
79th street.....	South.....	200,400	191,900	215,800	198,200	186,700	154,800	1,147,800	2,052,000
86th street.....	North.....	132,800	126,397	140,437	134,026	131,643	106,716	772,114	1,369,194
91st street.....	South.....	208,400	201,300	228,700	211,900	200,900	165,400	1,216,600	2,152,933
96th street*.....	North.....	74,696	72,726	80,452	76,772	72,377	55,314	432,337	762,595
Total, express stations.....	South.....	112,400	110,800	125,600	114,600	105,500	82,900	651,800	1,148,503
Total, local stations.....	North.....	557,519	523,084	586,906	567,428	566,344	491,578	3,292,859	5,952,094
Total, main line, South ferry to 96th street.....	South.....	6,250,738	5,986,845	6,690,367	6,465,344	6,342,653	5,789,913	37,483,527	68,903,860
	North.....	9,476,913	9,254,237	10,481,836	9,433,968	8,965,702	7,831,373	55,406,839	101,005,218
110th street, Lenox.....	North.....	599,480	564,770	633,164	604,843	597,646	524,341	3,524,224	6,384,891
116th street, Lenox.....	South.....	257,157	239,867	240,871	221,731	224,104	213,350	1,397,080	2,612,565
125th street, Lenox.....	North.....	515,600	493,300	574,600	548,200	522,200	435,200	3,089,100	5,579,203
135th street, Lenox.....	South.....	183,290	175,295	192,100	171,075	159,285	135,170	1,021,215	1,992,080
145th street, Lenox.....	North.....	407,600	380,900	423,000	407,800	387,900	339,100	2,346,300	4,283,033
Mott avenue.....	South.....	93,100	90,074	100,861	99,696	102,070	95,070	580,870	1,043,322
Third avenue ¹	North.....	471,500	436,000	478,000	476,000	491,000	444,500	2,797,000	5,224,501
Jackson avenue.....	South.....	136,200	128,200	140,900	136,400	134,800	116,200	792,700	1,458,600
Prospect avenue.....	North.....	69,516	63,828	71,778	70,050	71,385	67,595	414,152	789,036
Intervale avenue.....	South.....	59,173	60,147	66,747	62,586	55,983	44,854	349,430	605,559
Simpson street.....	North.....	431,500	389,100	430,800	402,100	392,600	346,000	2,392,100	4,641,600
Freeman street.....	South.....	19,753	20,279	22,709	20,644	18,807	16,285	118,477	205,453
	North.....	401,000	370,200	410,000	389,900	384,700	355,300	2,311,100	4,495,800
	South.....	25,430	26,022	29,027	27,134	24,888	22,013	154,464	276,855
	North.....	584,800	540,300	597,700	584,200	576,100	522,600	3,405,700	6,504,900
	South.....	336,629	312,234	342,133	328,534	331,825	298,311	1,949,666	3,713,358
	North.....	11,018	11,209	12,324	10,533	10,767	9,353	65,204	115,802
	South.....	537,500	501,800	556,500	540,700	539,200	493,200	3,168,400	5,978,800
	North.....	18,522	19,413	23,148	18,997	17,033	14,522	111,635	197,203
	South.....	523,300	485,100	536,500	523,400	526,500	494,900	3,079,700	5,857,103

NOTE.—The relation of the geographical distribution of fares collected or passengers carried to the service of particular car lines or routes is not direct for rapid-transit lines, as it is for surface lines.

* Express stations.

¹ For transfers during the fiscal year from the Third avenue elevated, see Table VIII.

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Continued
 (A) Ticket sales at Interborough subway stations by months — Continued
 § 1. January-June, with total for fiscal year — Continued

Stations	January	February	March	April	May	June	Total for six months	Total for year ended June 30, 1916
174th street.....	360	328	330	260	433	410	2,005	3,505
177th street.....	245,400	238,600	254,000	246,300	249,300	236,700	1,493,950	3,739,950
180th street.....	263,756	242,760	267,877	265,833	273,523	259,541	1,578,047	3,149,706
180th street.....	250,139	235,069	259,766	259,766	311,547	333,703	1,613,067	3,153,782
Total, Lenox avenue branch.....	6,446,026	6,004,310	6,664,374	6,446,159	6,406,760	6,747,615	37,717,639	71,006,572
103d street.....	332,530	315,065	352,530	331,760	319,330	377,186	1,931,920	3,496,661
Cathedral parkway.....	65,945	60,460	72,320	78,570	71,115	61,315	401,815	706,180
Columbia University.....	339,400	361,100	304,100	379,900	366,900	320,000	1,833,400	3,967,000
Manhattan street.....	337,804	356,669	371,897	364,410	316,780	326,745	1,923,139	3,460,693
157th street.....	333,264	363,004	406,734	392,216	409,180	353,827	2,340,787	4,514,557
157th street.....	47,940	43,366	49,636	46,966	59,768	46,808	300,290	641,190
146th street.....	332,300	370,000	407,000	372,300	339,300	326,100	2,347,400	4,062,000
146th street.....	63,497	66,471	69,000	64,394	56,044	50,800	338,006	694,578
157th street.....	417,600	390,300	434,300	401,700	397,000	359,900	2,363,600	4,430,000
157th street.....	35,520	39,306	33,446	31,324	32,500	28,549	192,007	336,394
168th street.....	401,900	369,700	433,000	412,800	406,300	382,800	2,361,900	4,369,400
161st street.....	266,017	271,173	301,703	284,132	268,913	255,530	1,661,456	3,135,007
191st street.....	661,846	613,969	678,364	666,699	653,313	563,991	3,778,554	6,967,817
Dyckman street.....	71,847	66,897	73,870	71,844	73,802	67,393	436,893	789,527
207th street.....	109,266	96,149	109,346	117,967	130,963	113,704	673,267	1,307,610
207th street.....	7,615	6,301	8,626	6,123	6,167	7,018	38,941	68,699
215th street.....	119,813	114,377	126,876	137,104	130,572	114,096	738,025	1,361,631
223d street.....	1,219	1,143	1,063	1,136	1,949	1,563	7,360	12,642
223d street.....	18,066	17,547	19,008	30,496	26,378	21,680	120,180	312,921
223d street.....	37,877	34,738	39,308	39,349	41,306	37,995	230,161	443,672
223d street.....	1,030	1,009	968	900	700	922	5,304	9,373
223d street.....	55,433	51,526	59,841	57,900	66,339	55,081	338,017	637,311
223d street.....	13,369	6,764	7,033	7,473	9,612	9,796	54,073	99,677
242d street.....	313,660	330,673	356,737	369,713	363,103	349,674	1,773,623	3,434,310
Total, Broadway branch.....	4,449,009	4,136,341	4,563,359	4,396,864	4,480,863	3,914,630	25,934,170	47,946,202

TABULATIONS FROM RETURNS OF STREET RAILWAYS 209

Lexington avenue	60,061	71,474	60,446	72,270	65,262	373,930	651,106
Transfers collected at —							
Lexington avenue	[144,802]	[175,188]	[173,373]	[178,577]	[166,988]	[978,231]	[1,540,478]
Grand Central	[174,871]	[312,353]	[305,401]	[313,124]	[197,363]	[1,160,766]	[1,864,220]
Jackson avenue	220,004	246,940	245,804	255,700	241,100	1,435,885	1,943,884
Hunter's Point avenue	7,180	19,171	22,746	24,832	25,925	99,980	99,980
Total, Queensboro subway	253,086	349,535	339,000	353,802	332,200	1,934,747	2,093,594
Grand total — Interborough subway	33,976,796	36,126,373	34,146,947	33,840,369	30,191,895	200,217,910	371,304,006
Miscellaneous	55,875	14,759	Cr 5,169	23,343	18,026	123,884	211,315
Grand total (including miscellaneous)	34,032,671	36,141,132	34,151,778	33,863,617	30,209,921	200,341,794	371,505,315
Average for							
Number of	1,097,826	1,111,471	1,133,303	1,082,897	1,006,997	1,100,779	1,015,043
Average, if one-half day	1,194,129	1,193,808	1,241,333	1,157,266	1,078,926	1,185,454	1,082,000

¹ Opened February 15, 1916.
² Net of miscellaneous, less tickets redeemed (returned by Board of Education).

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Continued
(A) Ticket sales at Interborough subway stations by months — Continued
§ 2. July-December, with total for calendar year

STATIONS	July	August	September	October	November	December	Total for six months	Total for year ended Dec. 31, 1916
Atlantic avenue.....	1,616,926	1,602,215	1,569,199	1,840,119	1,810,991	1,975,089	10,414,539	21,793,970
Nevens street.....	306,675	310,058	326,565	414,740	407,057	441,738	2,206,833	4,719,611
Hoyt street.....	4,508	4,940	4,030	5,150	5,300	6,210	30,138	61,173
Borough Hall.....	531,062	531,759	552,630	718,527	739,763	827,366	3,901,167	8,282,513
	10,126	8,469	7,940	11,040	11,980	15,670	65,225	149,120
	621,097	629,493	643,660	811,326	808,435	845,817	4,359,833	9,251,454
Total main line, Brooklyn stations.....	3,090,394	3,086,939	3,104,084	3,800,902	3,783,526	4,111,890	20,977,735	44,257,841
South Ferry.....	202,598	188,711	175,087	161,795	155,453	178,796	1,063,440	1,990,524
Bowling Green.....	515,426	527,601	520,048	567,902	563,055	616,212	3,310,241	6,620,608
Wall street.....	408,526	409,624	464,619	539,874	570,800	643,700	3,037,143	6,417,035
Fulton street.....	268,001	263,900	283,030	351,401	348,300	380,900	1,895,502	3,728,902
	815,755	802,565	924,167	1,101,143	1,127,320	1,275,591	6,046,541	12,736,376
	384,840	325,600	327,630	381,600	388,100	453,300	2,211,040	4,586,100
Total, South Ferry to Fulton street.....	2,545,148	2,518,001	2,694,521	3,103,715	3,153,028	3,548,499	17,562,910	36,079,603
City Hall.....	41,086	41,296	50,215	57,486	57,233	65,179	312,495	637,106
Brooklyn Bridge*.....	1,671,067	1,677,268	1,825,889	2,067,634	2,037,441	2,180,279	11,459,578	22,317,001
Worth street.....	88,677	91,918	110,794	136,960	137,160	147,033	712,542	1,492,593
	40,200	39,800	42,600	49,630	50,460	60,720	282,890	620,280
Canal street.....	343,409	379,274	431,710	532,518	513,514	532,662	2,733,037	5,639,697
	47,200	52,530	60,060	63,700	61,540	73,861	353,940	732,900
Spring street.....	250,553	260,803	339,182	427,322	429,633	448,672	2,156,165	4,455,971
	51,520	56,600	64,480	70,460	69,280	81,080	393,420	795,980
Bleecker street.....	212,544	221,790	280,998	349,900	352,760	375,218	1,793,205	3,732,570
Astor place.....	80,060	85,640	93,830	102,320	98,300	109,840	569,960	1,158,200
	257,919	262,676	342,698	455,827	463,690	501,090	2,283,900	4,791,613
14th street*.....	162,656	159,259	207,554	260,736	277,781	393,298	1,461,234	3,000,746
	882,319	917,612	1,065,432	1,384,043	1,395,307	1,488,732	7,153,415	14,931,630
18th street.....	111,174	120,789	148,552	185,140	192,546	223,865	982,063	2,019,911
	167,800	184,000	196,200	231,400	227,200	261,400	1,267,500	2,634,900
23d street.....	311,556	339,410	405,719	512,094	513,480	546,603	2,628,871	5,456,706
	371,000	417,200	452,600	542,400	523,900	560,300	2,867,400	5,897,900
28th street.....	282,710	265,106	305,420	419,239	415,703	445,888	2,084,066	4,471,276
	224,800	266,400	288,500	343,700	331,400	361,300	1,820,600	3,794,000

33d street.....	North.....	301,209	322,804	379,785	495,205	510,975	584,009	2,304,856	5,422,362
Grand Central*	South.....	208,500	295,100	302,500	444,200	435,000	500,400	2,305,700	4,716,700
Times Square.....	North.....	1,523,797	1,532,045	1,881,157	2,339,414	2,321,994	2,517,423	12,115,890	24,762,057
50th street.....	South.....	452,313	476,457	630,515	775,476	818,565	880,425	4,033,750	8,426,880
Columbus Circle.....	North.....	455,445	484,816	611,360	729,200	760,845	822,025	3,863,691	7,921,663
66th street.....	South.....	246,844	266,782	357,529	461,824	474,946	487,248	2,295,173	4,693,205
72d street*	North.....	206,980	226,200	266,700	331,300	341,800	362,000	1,728,980	3,471,700
79th street.....	South.....	224,695	236,788	308,691	427,061	438,708	437,805	2,063,748	4,322,467
86th street.....	North.....	226,800	230,300	275,100	356,100	378,700	384,100	1,851,100	3,852,900
91st street.....	South.....	102,367	103,885	140,412	183,987	191,995	198,497	921,143	1,895,925
96th street*	North.....	98,900	101,900	120,100	155,900	166,800	181,500	825,100	1,715,500
Total, express stations.....	South.....	296,400	298,555	395,991	527,434	533,365	549,082	2,600,827	5,452,407
Total, local stations.....	North.....	58,957	53,122	88,692	121,343	121,625	123,073	571,812	1,179,340
	South.....	108,200	110,300	147,900	204,703	218,300	231,700	1,021,103	2,163,903
	North.....	78,641	78,561	114,732	156,867	150,139	154,607	733,547	1,505,661
	South.....	113,600	114,000	155,000	218,100	227,000	243,200	1,070,900	2,287,500
	North.....	39,632	39,394	61,524	84,164	84,141	84,235	393,090	825,427
	South.....	58,700	58,200	80,100	110,600	117,500	127,900	553,000	1,204,800
	North.....	372,525	371,677	481,633	635,563	637,643	664,970	3,164,011	6,456,870
	South.....	4,746,108	4,797,167	5,670,108	6,954,088	6,925,750	7,400,436	36,493,691	73,930,018
	North.....	6,035,645	6,451,640	7,981,783	10,001,831	10,153,628	10,991,637	51,555,093	108,943,393
Total main line, South ferry to 96th street.....		13,326,899	13,746,798	16,286,345	20,059,634	20,231,406	21,940,612	105,591,694	216,942,945
110th street, Lenox.....	North.....	420,001	426,028	489,428	637,326	634,918	667,662	3,275,363	6,799,587
116th street, Lenox.....	South.....	157,573	152,415	184,994	223,380	230,319	244,379	1,193,000	2,590,140
125th street, Lenox.....	North.....	353,300	355,800	421,300	548,700	552,600	586,300	2,818,000	5,907,100
135th street, Lenox.....	South.....	115,335	117,074	159,074	199,494	183,546	191,846	966,359	1,967,574
145th street, Lenox.....	North.....	263,800	268,000	335,101	429,300	425,900	455,501	2,167,602	4,513,902
Mott avenue.....	South.....	94,468	97,615	125,067	150,505	130,578	126,068	724,301	1,306,171
Third avenue ¹	North.....	385,300	380,900	457,400	510,400	499,800	513,200	2,737,000	5,534,000
Jackson avenue.....	South.....	97,900	99,490	124,030	143,880	140,000	150,200	755,500	1,548,200
Prospect avenue.....	North.....	66,661	72,580	78,107	91,431	82,928	83,476	475,183	889,335
Intervale avenue.....	South.....	49,250	53,255	90,747	112,962	84,520	82,084	472,818	823,308
Simpson street.....	North.....	296,700	297,400	324,300	393,900	384,300	412,600	2,109,200	4,501,300
Freeman street.....	South.....	16,608	17,116	21,418	27,016	22,010	22,835	127,003	245,480
	North.....	330,700	346,900	341,300	410,300	394,100	409,200	2,232,500	4,543,600
	South.....	22,200	22,281	29,283	37,713	32,370	34,701	178,548	333,012
	North.....	470,100	477,100	501,900	613,500	594,700	618,800	3,276,100	6,681,300
	South.....	271,305	279,913	295,707	360,814	350,527	364,641	1,922,909	3,872,575
	North.....	9,676	10,808	15,222	19,357	14,510	14,095	83,663	148,872
	South.....	446,600	454,400	495,400	599,800	590,200	599,300	3,175,700	6,344,101
	North.....	14,713	17,729	17,090	23,653	21,963	22,401	117,549	229,184
	South.....	450,900	472,200	462,900	560,200	542,000	566,500	3,054,700	6,134,400

* Express stations.
¹ For transfers during the fiscal year from the Third avenue elevated, see Table VIII.

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Continued

Stations	July	August	September	October	November	December	Total for six months	Total for year ended Dec. 30, 1916
174th street..... { North..... { South.....	345 203,950	780 212,950	910 227,550	1,210 280,100	1,206 267,200	1,406 276,500	5,836 1,409,250	7,841 2,980,200
177th street..... { North..... { South.....	251,677	243,726	223,065	265,222	255,066	276,817	1,595,573	3,108,980
Bronx Park, 180th street..... { North..... { South.....	295,859	286,325	312,311	362,978	308,524	301,819	1,866,526	3,484,883
Total, Lenox avenue branch.....	5,084,921	5,155,765	5,743,604	7,003,121	6,721,794	7,021,383	36,730,548	74,449,184
168d street..... { North..... { South.....	208,550 45,510	205,116 45,772	263,828 61,084	354,273 79,871	355,108 78,606	380,183 79,649	1,772,257 380,524	3,706,177 795,249
Cathedral Parkway..... { North..... { South.....	160,900	160,400	206,000	257,500	301,300	322,700	1,441,500	3,072,900
Columbia University..... { North..... { South.....	212,495	198,520	218,080	259,004	372,997	372,440	1,783,417	3,638,569
Manhattan street..... { North..... { South.....	372,851	377,322	430,590	477,803	433,107	433,403	2,612,476	4,854,463
137th street..... { North..... { South.....	28,322 247,300	39,742 242,100	40,511 263,200	57,894 402,300	51,066 401,200	60,579 407,100	297,124 1,994,300	587,416 4,241,700
145th street..... { North..... { South.....	45,577 271,780	45,094 275,430	68,110 340,160	87,537 427,580	70,007 426,330	72,326 423,280	380,553 2,201,580	729,189 4,595,180
157th street..... { North..... { South.....	24,327 289,200	23,673 286,300	37,757 363,000	41,777 447,300	26,594 439,500	59,642 454,300	208,771 2,272,500	386,378 4,655,300
169th street..... { North..... { South.....	215,106	239,642	264,687	365,785	330,126	335,863	1,751,380	3,433,786
181st street..... { North..... { South.....	466,515	473,597	571,909	706,126	677,997	721,140	3,618,294	7,396,948
191st street..... { North..... { South.....	60,281	62,794	75,249	90,901	90,926	100,579	463,060	907,068
Dyckman street..... { North..... { South.....	113,157	110,529	129,500	146,812	131,106	127,617	757,700	1,431,087
207th street..... { North..... { South.....	6,201 104,600	4,901 106,682	5,893 127,754	7,321 165,279	6,963 168,040	7,843 151,489	39,203 808,333	78,144 1,541,493
215th street..... { North..... { South.....	1,280 22,714	1,095 25,080	1,203 26,643	1,390 34,137	1,116 30,541	1,300 29,173	7,116 172,268	14,506 292,445
226th street..... { North..... { South.....	1,503 39,199	731 55,597	1,263 42,791	1,390 82,010	1,328 45,150	841 45,068	6,033 259,729	12,289 469,890
231st street..... { North..... { South.....	50,838	50,793	53,867	67,145	63,868	66,174	351,066	699,738
233rd street..... { North..... { South.....	10,304	9,684	10,900	12,221	10,656	11,745	65,480	119,582
242d street..... { North..... { South.....	323,473	247,855	220,652	242,262	258,569	271,922	1,544,733	3,318,356
Total, Broadway branch.....	3,334,026	3,264,401	3,895,920	4,905,951	4,783,890	4,950,225	25,094,105	51,016,275

Lexington avenue.....	
Transfers collected at —	
Lexington avenue.....	
Grand Central.....	
Jackson avenue.....	
Hunter's Point avenue.....	
11th street.....	
Queensboro Place.....	
Total, Queensboro subway.....	
Grand total — Interborough subway.....	
Miscellaneous.....	
Grand total (including miscellaneous).....	
Average 1.....	
Number 1.....	
Average, 1.....	1-half day

* Opened November 4, 1916.

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Continued
(B) Ticket sales at Manhattan Railway (Interborough) elevated stations

LINES AND STATIONS	January	April	July	October	Six months, January— June	Six months, July— December	Year ended June 30, 1916	Year ended December 31, 1916
SECOND AVENUE								
City Hall* 1	130,472	327,444	356,158	362,353	1,752,620	2,132,272	1,752,620	3,884,892
Chatham Square*	100,646	110,126	83,722	111,907	589,876	590,432	1,343,852	1,180,308
Canal street	130,918	137,188	107,240	122,429	757,228	688,914	1,527,378	1,446,142
	57,223	56,640	47,095	66,875	343,951	353,940	651,314	697,891
Grand street	128,280	130,998	102,461	123,395	744,635	678,031	1,480,575	1,422,666
	39,726	41,799	38,688	48,500	244,001	271,193	477,563	515,194
Rivington street	270,972	271,554	240,961	262,017	1,565,719	1,483,744	3,130,609	3,049,463
	30,884	32,430	35,103	42,420	192,556	239,459	370,961	432,015
1st street	165,678	165,540	141,243	162,593	983,927	897,142	1,882,492	1,861,069
	41,395	44,295	45,215	51,820	264,229	295,056	502,699	559,285
8th street	161,277	164,580	142,701	167,430	944,959	909,290	1,825,875	1,854,249
	47,860	51,180	54,860	63,040	302,180	352,420	585,850	654,600
14th street*	134,164	152,277	127,065	169,116	860,459	891,167	1,550,788	1,751,626
	46,568	54,628	55,583	63,184	314,503	364,041	577,784	678,544
19th street	45,858	46,399	37,097	50,813	267,834	268,140	524,144	535,974
	23,253	25,141	25,294	28,766	147,694	162,406	278,195	310,100
23d street	78,604	77,666	62,159	96,056	454,176	489,158	857,698	943,334
	35,993	40,618	39,842	48,081	234,571	264,120	443,402	496,691
34th street	89,543	94,220	74,228	120,898	538,342	640,610	1,010,091	1,178,952
42d street*	104,971	119,732	100,188	171,583	683,552	845,058	1,206,429	1,528,610
	24,345	22,768	15,643	34,361	135,209	154,298	257,570	289,507
50th street	47,865	52,765	41,917	63,981	297,506	324,389	548,625	621,895
	46,520	48,832	39,235	82,996	282,957	367,219	532,290	650,176
57th street	126,870	136,720	125,310	165,125	776,182	836,198	1,519,107	1,611,380
	25,329	27,216	21,594	39,024	155,930	185,043	293,854	340,973
65th street	82,760	86,350	72,380	100,220	505,580	515,100	964,310	1,020,680
	55,719	54,858	47,080	68,314	327,044	348,356	619,522	675,400
72d street	179,400	184,900	160,700	206,100	1,072,800	1,098,300	2,074,200	2,171,100
	41,264	40,542	35,886	51,972	242,798	262,766	470,104	505,564
80th street	206,520	203,200	167,450	233,140	1,183,420	1,209,540	2,348,500	2,392,960
	26,129	31,716	26,385	38,889	181,561	198,447	303,306	380,008
86th street*	190,380	220,110	180,960	264,460	1,274,240	1,355,680	2,187,370	2,629,930
	145,266	144,372	121,721	165,241	841,921	877,123	1,667,880	1,719,044
92d street	8,347	8,948	9,557	10,596	52,679	58,789	107,626	111,468
99th street	141,790	143,780	121,080	139,000	826,990	770,700	1,610,650	1,597,680

105th street.....	North.....	12,548	11,873	11,345	18,632	73,764	72,638	148,878	146,402
111th street.....	South.....	112,800	108,140	89,400	115,840	634,000	615,080	1,289,580	1,249,080
111th street.....	North.....	15,701	15,474	14,515	14,749	90,025	85,583	182,568	176,007
117th street.....	South.....	137,100	139,600	122,600	147,100	802,100	798,080	1,573,600	1,600,160
117th street.....	North.....	9,881	12,119	11,926	11,410	68,491	67,409	124,471	135,900
121st street.....	South.....	104,040	104,300	92,020	114,620	607,240	611,845	1,188,120	1,219,083
121st street.....	North.....	17,660	18,425	15,945	16,646	109,288	97,455	196,354	206,743
125th street*.....	South.....	92,090	85,810	72,800	91,560	510,420	492,130	1,071,880	1,032,550
125th street*.....	North.....	50,943	63,245	57,766	83,430	361,997	422,442	601,199	784,439
Total, express stations.....		784,878	1,079,878	987,887	1,264,928	6,018,808	6,799,649	9,688,348	12,818,557
Total, other stations.....		8,979,879	8,081,840	8,604,890	8,550,860	17,562,346	17,841,043	34,348,536	35,403,389
Miscellaneous.....		7,351	1,182	2,100	2,250	14,987	11,107	24,122	26,094
Grand total — Second avenue line.....		3,771,802	4,111,700	3,594,217	4,618,032	23,596,141	24,651,699	43,894,996	48,247,840
THIRD AVENUE									
Whitehall street.....	North.....	204,287	233,420	399,560	276,582	1,396,936	1,883,387	3,054,418	3,280,323
Hanover square.....		162,643	161,372	163,281	170,727	997,899	1,001,884	1,908,702	1,999,783
Fulton street.....		127,615	121,419	116,810	121,028	747,480	709,234	1,503,739	1,456,714
Franklin square.....		62,068	62,537	64,642	66,903	373,923	386,672	756,686	760,595
Total, Whitehall street to Franklin square Thereof credited to Second avenue line in Table VIII.....		556,613	578,748	744,293	635,240	3,516,238	3,981,177	7,223,545	7,497,415
		975,507	885,890	965,971	814,100	1,757,381	1,968,654	3,570,480	3,700,035
City Hall*.....	North.....	821,092	757,846	898,425	821,493	4,630,074	4,919,861	10,441,020	9,549,935
Chatham square*.....		172,933	226,650	168,284	236,131	1,150,596	1,228,611	2,027,885	2,379,207
Canal street*.....		229,091	293,090	254,509	320,767	1,593,168	1,737,602	3,039,594	3,330,770
Grand street*.....		395,603	501,616	469,761	603,911	2,740,920	3,263,597	4,934,592	6,004,507
Houston street*.....		352,627	379,869	349,087	411,481	2,192,825	2,287,620	4,239,408	4,480,445
9th street*.....	North.....	281,670	304,714	278,484	329,662	1,812,604	1,808,406	3,321,099	3,621,010
9th street*.....	South.....	36,410	40,825	38,903	55,000	231,490	287,365	458,920	518,855
14th street.....	North.....	276,906	273,436	228,309	308,426	1,596,640	1,592,797	3,200,519	3,189,437
14th street.....	South.....	58,240	62,870	55,140	83,020	366,940	428,260	696,043	795,200
18th street.....	North.....	177,694	179,844	141,094	201,427	1,059,935	1,048,127	2,086,752	2,108,062
18th street.....	South.....	37,967	43,463	37,130	56,844	246,809	292,676	475,018	539,485
23d street*.....	North.....	281,528	331,793	301,004	382,472	1,870,127	2,040,648	3,460,831	3,910,775
23d street*.....	South.....	78,615	96,040	78,426	122,125	524,650	620,788	982,664	1,145,408
28th street.....	North.....	203,554	222,484	158,470	245,271	1,242,446	1,203,187	2,381,256	2,445,633
28th street.....	South.....	66,169	85,779	62,766	107,784	449,535	530,470	828,438	980,006
34th street.....	North.....	224,473	230,849	198,901	277,443	1,348,326	1,446,953	2,642,450	2,795,279
34th street.....	South.....	66,120	75,140	61,660	102,780	418,320	506,900	796,190	925,220
34th street ferry.....		27,119	29,417	33,943	32,277	176,131	189,885	388,929	366,016
42d street*.....	North.....	138,433	147,300	136,193	200,900	840,076	997,525	1,606,388	1,837,601
42d street*.....	South.....	56,540	63,260	64,740	94,360	360,540	467,600	697,240	828,140
Grand Central.....		124,991	140,870	134,487	175,606	813,553	933,831	1,531,904	1,747,364

NOTE.—The relation of the geographical distribution of fares collected or passengers carried to the service of particular car lines or routes is not direct, as it is for surface lines.

* Express stations.

† Opened January 17th at 5:00 A. M.

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Continued
(B) Ticket sales at Manhattan Railway (Interborough) elevated stations — Continued

LINES AND STATIONS	January	April	July	October	Six months, January— June	Six months, July— December	Year ended June 30, 1916	Year ended December 31, 1916
THIRD AVENUE — Continued								
47th street.....	73,079	78,730	55,636	104,623	443,059	468,016	363,543	911,076
53d street.....	49,037	57,930	48,244	79,035	322,707	369,404	588,359	691,111
59th street.....	84,307	91,084	63,279	109,049	513,303	523,715	963,618	1,037,013
67th street.....	76,995	85,750	63,630	112,290	490,026	554,616	901,640	1,044,642
76th street.....	228,000	235,649	202,615	285,180	1,373,498	1,434,406	2,649,773	2,807,904
84th street.....	219,000	234,900	203,500	299,400	1,372,500	1,468,920	2,627,900	2,841,420
89th street.....	84,743	87,413	68,889	103,760	516,544	514,340	952,644	1,030,384
98th street.....	123,920	132,540	99,900	173,540	766,000	828,400	1,381,600	1,594,400
106th street.....	90,754	91,907	82,366	111,669	531,914	571,139	1,040,269	1,103,063
116th street.....	182,000	195,640	158,540	260,900	1,134,200	1,275,000	2,101,440	2,409,200
125th street.....	121,593	117,059	98,111	136,499	693,795	693,631	1,335,022	1,387,426
133d street.....	214,040	218,600	170,600	285,900	1,285,240	1,401,100	2,407,180	2,696,240
142d street.....	94,396	93,260	79,697	112,145	546,913	564,965	1,065,453	1,111,878
156th street.....	182,560	179,400	142,800	237,540	1,060,900	1,138,100	2,038,600	2,190,000
161st street.....	81,048	83,635	77,494	87,857	478,186	482,390	938,478	960,576
166th street.....	219,860	224,530	189,620	257,000	1,296,840	1,353,980	2,507,880	2,650,820
172d street.....	136,461	153,549	141,355	159,943	855,976	879,830	1,637,974	1,735,806
182d street.....	347,020	360,000	338,800	444,300	2,243,000	2,377,900	4,067,600	4,620,900
192d street.....	149,682	149,865	140,294	149,906	857,107	845,661	1,718,475	1,702,768
202d street.....	356,900	360,800	327,740	416,500	2,121,200	2,216,300	4,214,500	4,337,500
212d street.....	117,561	106,763	101,252	152,667	633,071	723,464	1,272,598	1,356,595
222d street.....	209,900	219,800	191,900	286,500	1,283,900	1,420,100	2,407,800	2,704,000
Total, express stations.....	5,655,504	4,003,115	5,811,113	4,691,917	23,963,017	25,081,007	44,595,715	48,024,094
Total, other stations.....	5,890,607	4,069,644	5,333,455	4,903,671	23,539,567	24,876,169	45,336,363	48,393,736
Total, City Hall to 125th street.....	7,546,711	8,066,099	7,199,567	9,525,588	46,485,584	49,957,176	89,932,576	96,422,760
129th street.....	71,773	69,512	69,106	95,084	412,205	478,785	844,301	890,990
133d street.....	99,300	100,900	120,240	110,360	590,600	635,101	1,289,000	1,225,701
142d street.....	218,165	228,223	214,591	257,899	1,313,867	1,400,284	2,476,560	2,714,151
156th street.....	286,659	335,357	351,874	423,085	2,282,554	2,382,663	4,447,095	4,565,222
162d street.....	220,295	231,707	216,053	257,537	1,359,070	1,397,254	2,621,031	2,756,224
166th street.....	264,614	269,686	301,177	369,247	1,682,602	1,920,443	3,233,054	3,603,045
172d street.....	201,602	210,512	200,860	252,437	1,232,780	1,336,623	2,351,021	2,569,403
182d street.....	301,183	306,859	288,926	378,611	1,831,736	1,960,057	3,493,897	3,781,795
186th street.....	315,713	317,943	299,321	375,532	1,889,781	1,948,213	3,617,351	3,837,999

TABULATIONS FROM RETURNS OF STREET RAILWAYS

169th street.....	379,826	361,913	352,299	425,873	2,285,268	2,296,298	4,365,890	4,521,886
Chambers Parkway.....	333,916	349,873	336,903	370,896	2,031,243	2,066,011	3,966,894	4,097,353
174th street.....	285,483	284,608	210,494	247,708	1,384,770	1,245,943	2,725,244	2,730,731
177th street.....	306,456	318,908	310,473	308,123	1,874,643	2,041,815	3,562,268	3,916,437
180th street.....	7,983	8,748	7,908	13,496	51,774	59,257	93,093	111,031
183d street.....	202,738	201,620	197,674	232,367	1,199,066	1,253,829	2,241,989	2,452,884
Fordham Road.....	36,804	64,128	48,710	69,790	303,618	354,892	4,074,244	653,510
Bronx Park.....	306,901	313,001	304,701	356,800	1,831,712	1,933,006	3,764,713	3,764,713
Total, express stations.....	214,460	280,848	280,473	319,728	1,336,328	1,567,126	2,549,186	2,903,454
Total, other stations.....	234,916	265,108	276,133	255,512	1,537,782	1,503,845	3,053,455	3,031,637
Total.....	1,084,739	1,189,978	1,063,624	1,307,738	6,638,098	7,000,649	18,777,780	18,638,749
Total, 129th street to Bronx Park.....	5,248,145	5,307,676	5,257,868	5,896,616	19,783,404	20,770,815	38,338,703	40,564,319
Miscellaneous.....	21,845	5,322	8,656	8,164	153,276	41,097	185,611	194,373
Grand total — Third avenue line.....	12,457,050	13,147,758	12,274,051	15,373,346	76,576,594	81,730,914	148,438,195	158,307,508
Grand total — east side elevated.....	16,228,553	17,269,456	16,868,268	19,991,378	100,172,736	106,382,612	192,333,191	206,555,348
Average per day.....	528,503	575,315	511,880	644,883	550,400	578,166	525,503	564,359
Average, counting Sunday one-half day.....	569,423	627,617	556,731	701,452	592,739	623,945	565,686	608,410
NINTH AVENUE								
South Ferry.....	102,245	116,812	109,903	128,321	609,102	942,305	1,529,188	1,641,437
Battery Place.....	131,827	135,396	167,842	155,270	826,193	951,626	1,672,552	1,787,829
Rector street.....	24,660	24,260	20,990	25,330	148,560	167,210	307,060	315,770
Cortlandt street*.....	32,096	35,240	34,182	33,086	209,278	207,308	332,696	416,676
Barclay street.....	16,120	17,080	17,630	18,020	99,670	105,695	196,312	205,265
Warren street*.....	216,649	223,771	226,029	241,376	1,374,080	1,425,679	2,637,202	2,800,369
Franklin street.....	72,973	66,806	79,694	71,530	413,740	447,313	845,476	861,063
Denbrosses street*.....	18,500	19,204	21,445	23,540	115,435	134,685	238,680	250,120
Houston street.....	200,716	216,451	218,175	224,247	1,296,371	1,532,616	2,446,552	2,828,966
Christopher street*.....	20,381	23,784	27,049	27,920	137,319	160,088	278,349	297,407
14th street*.....	76,777	71,274	64,983	78,093	436,150	437,730	910,713	873,880
Franklin street.....	25,101	25,128	28,825	28,940	159,194	171,133	318,368	330,327
Denbrosses street*.....	64,416	68,586	81,091	86,467	436,462	489,211	838,447	925,673
Houston street.....	30,232	37,333	45,652	50,162	228,976	291,420	410,066	520,396
Christopher street*.....	62,515	61,005	55,487	74,407	369,505	401,239	723,959	770,734
14th street*.....	23,896	24,951	27,193	47,085	211,258	259,261	407,967	470,519
Christopher street*.....	133,970	123,474	101,673	141,627	760,204	764,259	1,434,074	1,516,150
14th street*.....	81,685	95,357	87,490	117,881	567,636	647,099	1,004,086	1,214,735
14th street*.....	113,282	122,692	97,734	142,306	722,673	762,571	1,291,962	1,485,244
14th street*.....	97,870	104,800	96,462	132,515	636,856	731,187	1,183,785	1,368,043

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Continued
(B) Ticket sales at Manhattan Railway (Interborough) elevated stations — Continued

LINES AND STATIONS	January	April	July	October	Six months, January-June	Six months, July-December	Year ended June 30, 1916	Year ended December 31, 1916
NINTH AVENUE — Concluded								
23d street.....	127,378	132,841	108,362	164,363	783,568	865,944	1,453,107	1,649,512
South.....	108,680	116,320	117,380	140,900	708,100	797,850	1,317,790	1,505,950
North.....	58,786	59,097	48,638	71,855	380,759	375,945	654,878	726,704
30th street.....	53,770	54,310	58,090	72,760	334,950	403,670	642,770	738,620
South.....	96,232	102,598	100,517	126,066	612,724	752,005	1,113,907	1,361,729
North.....	95,155	100,800	109,600	133,600	614,800	762,610	1,172,120	1,377,500
34th street.....	108,789	110,867	97,855	142,648	648,997	741,144	1,243,745	1,390,141
South.....	109,940	110,980	116,900	148,640	677,080	825,900	1,316,100	1,502,990
North.....	62,320	60,920	48,227	78,789	359,916	397,052	674,593	756,963
50th street.....	93,200	100,140	97,260	130,060	589,500	700,040	1,116,380	1,289,540
South.....	82,190	83,800	72,890	104,200	507,440	551,590	949,300	1,089,000
59th street.....	1,453,063	1,398,451	1,265,166	1,666,296	7,798,681	8,766,653	14,706,125	16,659,874
Total, express stations.....	1,408,478	1,445,049	1,496,469	1,760,187	8,693,578	9,906,970	17,060,938	18,600,348
Miscellaneous.....	4,900	780	1,415	1,500	9,980	7,415	16,176	17,305
Grand total — Ninth Avenue line.....	2,684,435	2,744,280	2,781,050	3,327,983	16,495,973	18,681,038	31,773,283	35,177,011
SIXTH AVENUE								
Rector street.....	141,260	140,398	130,133	150,598	840,220	859,784	1,621,423	1,700,004
South.....	79,466	80,263	78,435	90,040	494,390	514,398	914,010	1,008,788
North.....	287,042	301,664	262,369	311,040	1,752,238	1,769,915	3,384,975	3,532,213
Cortlandt street.....	42,814	43,330	46,590	47,190	259,797	276,276	522,408	536,073
North.....	160,012	165,464	164,607	183,590	975,014	1,046,231	2,016,519	2,021,245
South.....	2,641	2,852	3,385	3,768	17,226	21,932	35,233	39,158
Park Place.....	140,263	149,198	136,614	172,301	865,618	938,555	1,717,820	1,801,173
North.....	5,871	5,988	5,944	7,630	37,288	43,188	74,801	80,453
Chambers street.....	105,442	103,277	90,118	119,894	626,851	655,632	1,197,842	1,282,483
South.....	11,267	10,574	10,495	14,620	70,856	81,040	128,006	151,896
Franklin street.....	92,768	98,092	80,468	118,034	575,091	625,790	1,100,764	1,200,881
North.....	22,405	21,865	21,802	28,854	138,383	162,233	286,395	300,616
South.....	142,314	149,185	115,032	170,924	878,477	911,134	1,649,876	1,789,611
Bleecker street.....	52,285	53,570	54,479	62,865	325,740	357,193	632,450	682,933
North.....	126,655	133,578	96,344	151,367	771,625	783,899	1,385,729	1,555,524
South.....	60,367	64,418	58,537	76,215	380,821	419,280	714,816	800,101
8th street.....	147,593	158,328	107,775	179,327	904,373	934,147	1,679,169	1,838,520
North.....	68,940	79,790	63,520	85,609	438,990	476,360	865,229	915,240
South.....								

	North	South	100, 516	121, 174	181, 993	967, 841	1, 002, 243	1, 873, 688	1, 970, 083
18th street.....	160, 530	76, 200	79, 520	65, 980	86, 800	967, 841	1, 002, 243	1, 873, 688	1, 970, 083
20th street.....	181, 312	181, 594	186, 594	121, 304	180, 300	928, 942	965, 926	1, 744, 918	1, 898, 848
22d street.....	102, 720	106, 700	106, 700	68, 960	136, 120	940, 260	676, 340	1, 268, 420	1, 318, 820
24th street.....	124, 536	143, 718	143, 718	106, 348	154, 504	831, 516	824, 588	1, 538, 542	1, 656, 104
26th street.....	101, 840	106, 001	106, 001	90, 350	136, 500	631, 381	682, 590	1, 216, 661	1, 313, 901
28th street.....	121, 735	129, 117	129, 117	180, 244	242, 356	1, 236, 602	1, 351, 300	2, 510, 802	2, 677, 802
30th street.....	273, 350	407, 672	407, 672	367, 548	458, 516	2, 365, 638	2, 589, 243	4, 661, 490	4, 844, 881
32d street.....	121, 911	130, 134	130, 134	94, 486	139, 716	750, 076	754, 368	1, 371, 466	1, 501, 474
34th street.....	90, 200	90, 640	90, 640	78, 860	108, 740	540, 320	583, 940	1, 018, 581	1, 124, 260
36th street.....	231, 506	237, 448	237, 448	162, 149	202, 440	1, 313, 666	1, 320, 264	2, 414, 436	2, 694, 173
38th street.....	185, 500	180, 800	180, 800	128, 400	201, 700	935, 100	1, 046, 200	1, 770, 480	1, 991, 300
40th street.....	108, 828	112, 308	112, 308	65, 908	135, 414	632, 245	654, 204	1, 121, 027	1, 266, 449
42d street.....	78, 840	88, 680	88, 680	54, 860	100, 800	475, 420	512, 240	864, 580	987, 660
44th street.....	45, 248	47, 778	47, 778	35, 298	61, 321	278, 515	310, 156	496, 702	585, 973
46th street.....	57, 920	61, 130	61, 130	40, 510	73, 806	355, 250	387, 340	664, 250	743, 190
48th street.....	79, 026	83, 279	83, 279	61, 373	95, 528	453, 332	476, 808	878, 779	960, 281
50th street.....	82, 100	83, 900	83, 900	72, 800	104, 260	507, 440	551, 560	949, 300	1, 058, 000
Total, Rector st. to 50th st. ¹	4, 051, 900	4, 343, 670	4, 343, 670	3, 431, 120	4, 301, 180	24, 779, 336	26, 065, 268	47, 225, 472	50, 845, 674
50th street.....	86, 496	91, 849	91, 849	65, 836	122, 590	536, 484	602, 141	960, 579	1, 138, 625
52th street.....	54, 164	70, 528	70, 528	48, 961	85, 361	308, 021	438, 184	700, 074	834, 205
54th street.....	154, 900	163, 100	163, 100	135, 700	192, 300	958, 700	1, 094, 800	1, 783, 411	1, 993, 500
56th street.....	24, 965	26, 268	26, 268	24, 942	46, 941	206, 727	236, 417	370, 442	443, 144
58th street.....	111, 186	115, 680	115, 680	79, 000	132, 240	668, 810	678, 120	1, 230, 442	1, 344, 430
60th street.....	34, 033	35, 680	35, 680	24, 244	49, 200	203, 757	242, 517	377, 706	448, 304
62th street.....	153, 840	153, 880	153, 880	103, 140	177, 430	893, 180	901, 120	1, 680, 260	1, 794, 300
64th street.....	24, 227	24, 883	24, 883	16, 023	30, 198	143, 276	173, 810	267, 761	316, 086
66th street.....	118, 400	122, 500	122, 500	80, 400	146, 600	710, 400	729, 900	1, 310, 400	1, 440, 300
68th street.....	26, 618	28, 031	28, 031	19, 221	36, 605	186, 877	185, 200	289, 900	344, 137
70th street.....	160, 000	163, 700	163, 700	119, 400	186, 600	949, 500	966, 900	1, 791, 680	1, 916, 300
72th street.....	176, 565	178, 760	178, 760	148, 158	226, 708	1, 047, 720	1, 191, 773	1, 958, 288	2, 239, 493
74th street.....	28, 345	29, 233	29, 233	21, 401	38, 066	168, 831	190, 138	310, 116	358, 479
76th street.....	231, 900	231, 900	231, 900	179, 300	261, 100	1, 360, 700	1, 383, 100	2, 567, 400	2, 743, 800
78th street.....	9, 440	9, 894	9, 894	8, 573	18, 578	89, 210	90, 363	167, 684	199, 473
80th street.....	177, 500	179, 100	179, 100	148, 900	212, 300	1, 060, 900	1, 125, 800	2, 033, 440	2, 186, 700
82th street.....	319, 905	336, 108	336, 108	287, 709	399, 041	1, 953, 435	2, 131, 320	3, 710, 928	4, 114, 725
84th street.....	24, 910	27, 535	27, 535	25, 632	45, 233	158, 400	229, 973	282, 945	388, 373
86th street.....	344, 400	363, 300	363, 300	311, 900	407, 320	2, 106, 000	2, 211, 880	4, 036, 700	4, 316, 890
88th street.....	7, 221	8, 839	8, 839	5, 923	9, 708	43, 367	50, 920	85, 636	94, 287
90th street.....	166, 400	170, 100	170, 100	160, 100	196, 000	1, 007, 800	1, 064, 800	1, 912, 100	2, 072, 300
92th street.....	6, 223	6, 719	6, 719	6, 283	10, 680	40, 616	42, 880	71, 703	83, 194
94th street.....	192, 100	199, 200	199, 200	186, 000	229, 700	1, 184, 000	1, 277, 500	2, 301, 900	2, 461, 500

90th street station is divided by the company equally between the Sixth and Ninth avenue lines; all the northbound traffic

north of 50th street is classed as Sixth avenue. See also notes 1 and 2.

1 Sixth avenue traffic originating south of Rector street is classed as Ninth avenue.

TABLE XL Traffic statistics: Subway and elevated station records, 1916 — Continued
(B) Ticket sales at Manhattan Railway (Interborough) elevated stations — Continued

LINES AND STATIONS	January	April	July	October	Six months, January— June	Six months, July— December	Year ended June 30, 1916	Year ended December 31, 1916
SIXTH AVENUE — Continued								
146th street.....	4,089	4,909	3,820	5,946	25,330	20,430	44,035	55,660
146th street*.....	239,400	239,400	186,400	268,000	1,345,100	1,379,600	2,508,900	2,734,000
145th street*.....	5,372	5,805	5,034	6,153	30,492	35,736	64,174	75,591
145th street*.....	309,000	317,000	285,820	349,400	1,853,200	1,938,700	3,613,900	3,821,900
167th street*.....	333,300	335,310	418,985	403,403	2,221,202	2,454,781	4,318,780	4,676,563
Total express stations.....	1,445,600	1,669,708	1,680,581	1,833,575	9,747,480	10,473,577	18,479,838	20,890,887
Total, other stations.....	1,879,514	2,016,335	1,880,011	2,408,186	11,813,603	12,861,609	22,244,778	24,565,119
Total, 59th street, north, to 167th street.....	3,325,114	3,686,043	3,560,592	4,241,761	21,561,083	23,335,186	40,724,616	45,456,006
Miscellaneous.....	28,837	8,840	8,120	15,568	106,659	95,615	190,890	192,148
Grand total — Sixth Avenue line*.....	7,006,251	7,938,941	6,539,572	9,107,217	40,446,903	49,176,787	68,140,372	95,638,755
Grand total — west-side elevated.....	10,242,686	10,682,621	9,320,622	12,435,300	62,942,941	67,857,826	119,913,605	130,800,700
Average per day.....	330,409	356,087	300,665	401,136	2,065,840	2,261,793	327,033	357,379
Average, counting Sunday one-half day.....	259,302	288,459	237,069	436,328	1,572,443	1,707,965	252,687	285,375
Grand total — all elevated lines.....	26,471,238	27,943,079	24,189,800	32,436,578	163,115,676	174,240,429	312,246,796	337,356,114
Express stations.....	335,911	331,402	312,545	1,046,019	1,665,240	1,665,240	253,133	231,798
day.....	928,815	1,016,076	883,531	1,187,775	665,183	1,021,833	918,373	993,686

* Express stations.

* The Southbound traffic of the 59th street station is divided by the company equally between the Sixth and Ninth avenue lines; all the northbound is charged as Sixth avenue.

* Ninth avenue traffic, originating north of 59th street is charged as Sixth avenue. See also note 2.

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Continued
(C) Fares collected at Brooklyn Rapid Transit elevated division stations

Lanes and Stations	January	April	July	October	Six months, January-June	Six months, July-December	Year ended June 30, 1916	Year ended December 31, 1916
BROOKLYN BRIDGES								
Park row..... Up.....	1,863,766	1,776,533	1,748,236	1,631,404	10,880,441	9,841,343	22,670,918	20,891,784
Bands street..... Up.....	160,811	171,457	144,421	160,883	967,835	919,058	1,865,621	1,916,893
Total.....	2,024,577	1,948,010	1,892,656	1,792,287	11,848,276	10,760,401	24,536,539	22,808,677
FULTON STREET								
Fulton ferry..... Up.....	8,987	8,987	9,737	10,201	59,053	59,087	115,819	118,750
Court street..... Up.....	81,937	83,632	69,301	79,202	501,861	451,063	910,169	948,934
Myrtle avenue..... Down.....	3,345	3,467	3,015	3,924	20,833	20,785	37,969	41,667
Boorum place..... Up.....	180,815	163,114	127,974	146,326	906,096	876,053	1,778,436	1,843,777
Elton place..... Down.....	1,864	1,634	1,519	2,057	11,461	10,975	21,894	23,486
Duffield street..... Up.....	162,362	170,005	118,076	160,543	1,001,964	882,763	1,797,969	1,864,747
Fatbush avenue..... Down.....	3,368	3,806	3,436	3,864	15,768	17,368	30,436	33,166
Lafayette avenue..... Up.....	185,129	147,943	115,153	148,908	838,044	842,201	1,539,362	1,604,348
Cumberland street..... Down.....	24,926	27,456	17,867	26,770	164,001	133,316	263,024	267,319
Vanderbilt avenue..... Up.....	1,000	1,765	1,550	2,051	10,441	10,638	18,489	21,079
Grand avenue..... Down.....	28,747	24,153	31,166	24,544	142,390	136,218	267,336	280,438
Franklin avenue..... Up.....	8,945	8,185	2,538	3,140	18,784	18,718	34,489	37,502
Northend avenue..... Down.....	23,566	37,743	25,999	36,331	163,015	157,767	293,836	319,763
Grand avenue..... Up.....	7,241	7,497	5,453	7,049	45,530	89,527	80,664	85,077
Franklin avenue..... Down.....	22,008	23,511	21,054	23,173	137,362	128,099	255,062	265,491
Northend avenue..... Up.....	26,739	26,118	17,757	24,089	134,184	132,263	279,906	286,397
Franklin avenue..... Down.....	37,602	41,561	42,366	37,233	244,696	327,948	491,731	472,686
Northend avenue..... Up.....	34,331	34,497	25,964	33,236	210,886	177,365	378,716	388,371
Northend avenue..... Down.....	79,216	81,860	52,436	80,781	497,838	434,547	898,275	938,370
Total.....	60,300	65,265	45,564	63,090	377,460	335,284	667,141	719,744
Other Stations								
Caratoga avenue..... Up.....	80,537	83,289	68,070	78,077	496,333	438,944	867,382	980,266
Rockaway avenue..... Down.....	93,037	96,444	81,746	91,744	563,264	532,928	1,050,468	1,085,392
Atlantic avenue..... Up.....	106,461	116,063	111,753	121,765	681,237	703,136	1,323,944	1,384,353
Rockaway avenue..... Down.....	126,753	132,150	129,963	138,070	780,949	807,384	1,544,179	1,583,333
Atlantic avenue..... Up.....	84,586	89,972	73,706	82,104	484,207	455,951	960,633	930,186
Atlantic avenue..... Down.....	99,571	108,566	114,461	108,880	635,269	670,334	1,306,131	1,326,633

NOTE.—The relation of the geographical distribution of fares collected or passengers carried to the service of particular car lines or routes is not direct for rapid-transit lines, as it is for street railways, specially, the layout of operated lines makes the connection between ticket sales returned by groups.

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Continued
(C) Fares collected at Brooklyn Rapid Transit elevated division stations — Continued

LINES AND STATIONS	January	April	July	October	Six months, January-June	Six months, July-December	Year ended June 30, 1916	Year ended December 31, 1916
FULTON STREET — Concluded								
Eastern parkway.....	150,398	149,998	146,963	150,377	899,099	878,263	1,769,875	1,777,352
Pennsylvania avenue.....	109,814	111,979	108,052	115,326	671,712	655,639	1,294,270	1,327,351
Van Sicklen avenue.....	3,283	3,508	3,544	4,103	21,111	22,903	1,340,790	1,344,081
Linwood street.....	111,787	113,007	108,170	115,159	676,349	667,712	1,189,384	1,201,682
Montauk avenue.....	4,365	4,504	4,344	4,598	26,216	26,850	834,971	829,172
Chestnut street.....	97,710	98,839	97,769	105,013	592,635	609,047	642,823	648,058
Grant avenue ("City line").....	2,247	2,382	2,557	2,598	14,333	15,288	317,128	319,359
Hudson street.....	69,667	69,495	63,235	72,749	418,778	410,394	1,257,152	1,123,491
Crescent street.....	53,408	54,254	52,190	55,841	325,223	322,835	25,895,699	26,659,919
Grant avenue ("City line").....	1,097	1,320	1,356	1,521	7,121	8,460	71,103	116,563
Total, Fulton ferry to "City line".....	24,484	26,098	27,406	28,276	156,232	163,127	178,417	206,827
Hudson street.....	88,066	93,197	94,623	99,470	546,783	576,709	206,847	163,694
Boyd avenue.....	8,208,208	8,304,408	8,008,158	8,299,903	19,688,668	19,061,361	208,492	208,492
Rockaway boulevard.....	6,104	2,041	2,133	2,001	50,001	12,074	118,463	193,460
Oxford avenue.....	17,426	6,553	8,166	10,099	121,412	54,488	408,450	586,283
Greenwood avenue.....	14,684	10,387	9,613	10,841	91,315	61,564	1,172,391	1,740,166
Lafayette avenue.....	13,334	11,414	13,916	14,624	83,199	83,851	7,285	.....
Conductors' collections.....	12,905	15,086	18,316	20,666	91,087	114,532	258,807	206,847
Total.....	11,328	13,595	13,044	13,656	80,781	79,495	137,141	208,492
Liberty avenue extension.....	41,406	45,577	48,887	56,411	268,312	317,971	118,463	193,460
Conductors' collections.....	117,186	135,047	151,013	170,394	786,107	954,069	408,450	586,283
Total.....	2,323,392	2,439,450	2,157,145	2,470,297	14,374,675	14,005,410	27,075,305	28,380,085
LEXINGTON AVENUE (CYPRESS HILLS)								
High street.....	18,151	18,133	18,183	24,001	119,558	130,461	228,856	250,019
Johnson street.....	9,406	8,723	6,062	4,965	54,831	33,212	108,535	88,043
Adams street.....	146,929	139,678	96,510	128,143	835,576	685,411	1,607,422	1,520,957
Bridge street.....	1,866	1,640	1,015	1,378	10,229	7,342	19,159	17,571
Navy street.....	86,654	92,935	63,442	82,455	518,667	451,539	1,042,638	970,206
Vanderbilt avenue.....	34,942	34,981	31,141	34,302	208,899	197,517	421,028	406,403
Washington avenue.....	49,425	49,844	36,801	45,743	299,844	253,192	549,359	553,037
Total.....	47,750	48,026	38,572	52,503	291,744	280,026	552,920	571,770

Mistle and Grand avenue	Up	23,280	22,008	14,800	26,634	188,344	136,178	232,814	377,617
De Kalb avenue	Down	17,644	15,842	11,510	18,088	100,640	89,121	186,419	186,791
Greene avenue	Up	21,642	19,320	12,786	21,379	121,122	101,535	220,474	222,677
Franklin avenue	Down	5,636	6,071	4,831	5,906	36,597	31,033	75,630	67,630
Northard avenue	Up	11,655	11,305	9,341	10,521	60,854	60,739	129,208	130,593
Tompkins avenue	Down	10,107	10,103	9,377	10,239	61,343	60,918	118,262	116,160
Buamur avenue	Up	16,447	17,501	12,061	16,121	103,058	89,787	190,078	192,845
Reid avenue	Down	12,032	11,956	9,726	11,644	69,447	63,517	135,653	131,904
Gates avenue	Up	20,527	20,456	21,723	20,788	178,201	166,409	326,865	334,810
Halkey street	Down	10,003	10,453	8,423	9,976	62,834	62,946	126,114	116,780
Chauncy street	Up	26,126	26,180	20,086	25,820	166,950	137,766	304,745	294,745
Manhattan Junction Loop	Down	15,743	16,181	15,935	16,925	100,256	88,441	193,508	196,987
Manhattan Junction	Up	45,276	44,983	32,432	42,847	268,207	232,747	494,058	501,964
Alabama avenue	Down	15,356	14,836	12,320	14,908	95,576	78,843	178,019	173,919
Gates avenue	Up	40,031	39,630	30,749	38,065	228,715	210,101	449,143	448,816
Halkey street	Down	261,223	263,787	165,785	355,123	1,476,085	1,323,933	2,830,845	2,800,018
Chauncy street	Up	242,030	234,790	306,075	242,030	1,454,533	1,352,229	2,790,635	2,806,762
Manhattan Junction Loop	Down	183,757	169,770	168,463	160,062	997,783	994,263	1,870,266	1,992,945
Manhattan Junction	Up	8,290	11,190	9,711	9,170	57,413	55,544	101,106	112,957
Alabama avenue	Down	21,257	27,548	31,329	31,257	168,485	179,941	340,348	348,436
Van Hooken avenue	Up	1,549	1,411	2,442	2,442	130,337	134,475	259,554	264,812
Cleveland street	Down	47,575	47,914	40,781	50,072	283,814	276,182	548,723	559,048
Norwood avenue	Up	61,521	61,766	57,006	65,476	372,088	369,052	723,140	743,140
Cypress Hills	Down	73,126	77,008	71,376	77,023	462,051	448,389	919,192	910,440
	Up	73,045	70,759	66,041	76,249	424,678	430,020	850,876	854,908
	Down	38,805	42,132	41,658	49,864	251,885	270,024	500,539	521,908
Total		1,711,048	1,719,803	1,401,276	1,715,337	10,230,803	9,476,083	19,651,904	19,705,684
MIDTOWN AVENUE (RIDERWOOD)									
	Up	49,081	53,408	47,914	50,713	309,277	296,128	595,581	605,415
	Down	48,854	51,207	43,026	50,067	305,343	285,341	573,869	590,584
	Up	71,548	77,394	67,471	78,313	432,497	442,777	837,143	895,574
	Down	52,077	56,124	47,089	52,713	326,411	301,573	619,415	637,964
	Up	40,067	39,900	36,171	39,006	240,376	224,616	465,289	484,991
	Down	89,561	90,065	76,028	82,594	523,049	477,431	988,878	1,000,530
	Up	161,631	156,080	140,103	156,379	927,809	901,973	1,778,891	1,829,781
	Down	129,707	146,737	131,511	148,231	863,238	842,929	1,650,565	1,706,167
	Up	659,616	671,459	600,634	660,997	3,947,969	3,773,787	7,509,756	7,730,786
	Down	117,431	118,143	102,481	115,729	699,784	657,519	1,354,237	1,357,303
	Up	48,646	48,894	43,472	48,363	290,034	281,265	571,299	571,299
	Down	117,672	117,295	106,055	116,008	696,880	667,203	1,368,988	1,364,083
	Up	103,486	106,868	101,963	123,096	632,834	679,971	1,303,473	1,303,805
	Down	27,944	44,821	43,983	41,679	342,451	236,500	468,500	479,041
	Up	413,477	435,081	397,844	443,871	2,558,983	2,568,543	4,968,577	5,076,431
Total		1,049,963	1,106,854	968,578	1,104,808	6,800,982	6,295,275	12,472,033	12,796,257

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Continued
(C) Fares collected at Brooklyn Rapid Transit elevated division stations — Continued

Lines and Stations	January	April	July	October	Six months, January-June	Six months, July-December	Year ended June 30, 1916	Year ended December 31, 1916
BROADWAY								
Broadway ferry.....	18,209	18,181	1,022	.....	107,970	1,022	204,745	108,992
Driggs avenue.....	11,874	11,474	1,976	.....	72,047	1,976	139,700	73,023
Marcy avenue.....	78,801	79,735	99,116	91,855	475,788	548,214	960,574	1,023,982
.....	67,871	68,729	65,563	113,926	416,544	591,719	722,254	1,008,263
.....	26,609	29,508	29,925	92,984	171,109	409,499	329,624	590,598
.....	35,654	43,801	42,080	2,405	251,122	112,915	421,357	364,047
.....	45,735	43,941	53,943	139,082	291,115	472,544	1,530,490	763,659
.....	83,315	92,126	79,762	202,374	528,204	342,456	992,795	870,760
.....	74,707	82,870	90,636	9,503	473,979	714,189	1,287,833	1,188,168
.....	116,307	113,943	96,956	189,213	672,379	521,902	1,053,297	1,194,281
.....	161,799	181,537	159,899	98,295	1,043,176	1,053,290	1,958,397	2,093,456
.....	81,924	88,046	75,500	.....	503,952	535,645	970,580	1,039,597
Total.....	799,865	858,801	794,638	944,637	5,007,475	5,304,351	9,518,481	10,311,826
CANARSIE								
Butter avenue.....	197,726	197,796	190,658	204,961	1,192,153	1,188,604	2,333,748	2,380,757
.....	207,534	209,456	212,899	230,607	1,262,961	1,333,690	2,399,142	2,596,651
.....	87,316	93,297	99,983	111,531	554,477	640,207	1,079,038	1,194,684
.....	1,813	2,089	1,979	1,957	12,387	11,538	28,951	23,920
.....	27,989	27,738	24,854	30,812	164,137	169,406	396,723	383,642
.....	15,273	16,361	16,140	17,610	94,960	101,466	184,211	196,426
.....	9,949	13,217	11,741	14,221	72,897	79,271	137,408	151,688
.....	9,208	25,165	143,529	26,444	193,637	874,450	636,151	668,057
Total.....	556,808	585,119	701,783	637,563	3,547,100	3,898,626	7,019,872	7,445,735
BRIGHTON BEACH								
Dean street.....	30,470	32,696	24,289	28,891	196,176	169,796	346,659	358,901
.....	66,257	67,925	64,444	68,707	406,737	407,891	784,007	814,628
.....	2,910	7,663	7,683	18,428	45,764	66,631	103,012	112,395
.....	39,337	44,755	156,766	35,841	329,323	484,277	866,190	813,600
.....	311	287	871	.....	7,490	8,048	10,626	9,536
.....	41,080	45,527	39,125	43,079	265,126	248,050	479,801	513,176
.....	47,191	50,586	60,852	49,964	308,259	318,013	599,015	626,322
.....	40,051	41,128	30,845	38,663	241,399	211,295	453,727	452,694
.....	74,119	75,225	59,752	69,728	443,792	389,160	850,657	833,952
.....	83,804	91,533	74,712	88,856	598,522	503,857	978,531	1,022,379
.....	45,415	46,843	35,579	42,442	274,000	235,932	519,940	509,922

Avenue J.....	02,883	67,933	55,343	65,697	398,417	368,624	784,046	767,641
Elm avenue.....	52,154	52,503	47,850	51,570	314,434	292,370	613,729	606,804
Kings Highway.....	83,490	86,421	75,007	88,788	508,439	495,973	990,911	1,004,412
Avenue U.....	82,905	83,949	81,957	85,544	199,008	203,312	391,282	408,680
Neck road.....	14,712	15,914	23,953	17,381	114,391	117,073	235,312	232,644
Sheephead bay.....	48,169	61,587	143,941	73,234	398,650	389,637	989,808	988,267
Sheephead Bay Race Track.....			24,508	9,110	74,974	75,630	119,893	150,604
Brighton beach.....	14,687	40,579	483,042	19,759	835,078	1,056,901	1,716,252	1,891,979
Ocean parkway.....	28,840	40,054	264,511	25,797	359,944	681,629	1,135,453	1,041,573
Total.....	808,484	902,021	1,674,149	870,490	5,743,052	6,909,681	12,927,884	12,652,713
FIFTH AVENUE (BAY RIDGE)								
Fulton street.....	182,782	128,189	58,286	80,570	699,263	424,466	1,851,257	1,123,729
Atlantic avenue.....	284,072	189,945	97,877	104,071	1,160,665	585,431	2,615,098	1,746,006
St. Mark's avenue.....	19,612	17,119	12,652	13,954	1,105,801	78,730	228,748	184,831
Union street.....	13,121	12,727	10,405	11,490	77,055	65,955	151,663	143,010
3d street.....	17,004	16,249	11,075	12,510	96,483	68,880	203,950	165,312
9th street.....	38,836	38,294	24,730	29,802	197,255	166,136	374,198	263,391
16th street.....	59,006	55,154	40,890	60,019	341,088	302,094	666,410	643,183
16th street.....	122,256	116,153	72,505	90,844	679,851	490,726	1,349,000	1,170,577
20th street.....	98,820	96,506	66,927	76,554	504,291	426,026	1,128,798	990,317
25th street.....	47,769	46,625	40,753	44,884	276,853	256,229	577,004	533,082
26th street.....	20,927	24,593	19,760	18,244	136,708	104,770	284,838	241,478
36th street.....	71,089	62,478	48,910	49,729	386,402	290,841	886,627	677,243
40th street.....	70,268	64,611	39,608	38,756	406,982	228,290	765,304	635,262
46th street.....	29,482	26,900	28,210	26,822	164,180	151,445	387,995	315,636
52d street.....	66,436	79,004	56,362	51,524	442,980	337,965	866,090	770,945
58th street.....	29,067	25,812	22,968	28,937	158,533	155,094	365,821	313,697
66th street.....	18,500	11,697	9,063	12,850	78,916	63,371	192,243	149,267
Total.....	1,083,497	1,002,056	655,976	750,910	5,973,236	4,196,449	12,575,574	10,169,685
WEST END (BATH BEACH LINE)*								
39th street.....	24,792	28,953			160,261		320,559	160,261
Ulmer park.....	13,776	26,784			127,523		335,605	127,523
Total.....	38,568	55,737			287,794		656,164	287,794
NEW UTRECHT AVE. (WEST END LINE)*								
9th avenue.....			54,575	63,261	11,173	361,142	11,173	372,315
Fort Hamilton parkway.....			66,208	82,928	14,873	463,177	14,873	478,050
50th street.....			63,846	81,847	14,818	449,086	14,818	463,904
55th street.....			58,073	73,356	12,415	403,624	12,415	416,040
62d street.....						179		
71st street.....			39,923	63,621	7,211	339,449	7,211	346,660
79th street.....			36,074	48,264	7,253	259,483	7,253	266,736
18th avenue.....			76,270	69,299	16,742	401,242	16,742	417,984

* Closed July 2, 1916.
 * See footnote 2 to next double page.
 * New Utrecht Avenue line opened June 24, 1916, at which date the Bath Beach "elevated" was discontinued.

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Continued
(C) Fares collected at Brooklyn Rapid Transit elevated division stations — Continued

LINES AND STATIONS	January	April	July	October	Six months, January-June	Six months, July-December	Year ended June 30, 1916	Year ended December 31, 1916
NEW UTRICHT AVENUE — Concluded								
20th avenue.....	.....	.....	1,827	40,596	.....	195,450	.....	.....
Bay parkway.....	.....	.....	2,250	41,285	.....	194,991	.....	390,441
25th avenue.....	.....	.....	1,380	10,684	.....	58,340	.....	58,340
Total.....	.....	.....	400,426	575,141	84,485	3,126,173	84,485	3,210,658
CULVER								
9th avenue.....	.....	.....	.....	.....	.....	7,279	.....	7,279
Fort Hamilton parkway*	.....	.....	18,961	21,888	3,891	124,287	3,891	128,178
13th avenue.....	.....	.....	.....	5,188	.....	39,542	.....	39,542
15th avenue.....	.....	.....	.....	.....	.....	21,269	.....	21,269
16th avenue.....	.....	.....	.....	.....	.....	6,673	.....	6,673
Van Sicklen.....	25,449	25,622	27,199	37,687	150,033	205,224	297,638	355,257
Total.....	25,449	25,622	46,160	64,763	153,924	404,274	301,529	558,198
CONEY ISLAND TERMINALS								
West End.....	186,964	362,863	2,222,282	296,209	2,785,212	6,118,201	7,225,192	8,903,413
Culver.....	67,673	170,868	1,600,292	106,972	1,591,131	3,951,900	5,912,099	5,543,031
Total.....	254,637	533,731	3,822,574	403,181	4,376,343	10,070,101	13,137,291	14,446,444
CENTRE STREET LOOP								
Essex street.....	545,637	595,676	791,439	604,153	3,464,742	3,954,754	6,892,806	7,419,496
Bowery.....	703,432	730,716	792,893	816,710	4,369,104	4,823,699	8,532,592	9,192,793
Canal street.....	399,219	409,372	363,343	442,213	2,472,598	2,479,207	4,707,869	4,951,805
Chambers street.....	1,394,632	1,712,271	2,175,783	2,205,482	10,026,906	13,204,698	17,071,573	23,231,604
Total.....	3,042,920	3,448,035	4,123,458	4,068,558	20,333,350	24,462,348	37,204,860	44,795,698
FOURTH AVENUE								
Gold street.....	53,361	66,762	72,184	72,886	385,084	436,705	629,509	821,769
DeKalb avenue.....	2,508	2,784	1,903	2,599	15,342	14,282	.....	29,624
Pacific street.....	93,340	124,859	100,787	147,602	667,683	809,108	1,008,369	1,476,799
Union street.....	193,301	257,010	278,214	331,150	1,461,551	1,908,853	2,201,478	3,370,404
9th street.....	30,784	35,453	35,504	33,736	203,849	210,649	625,646	414,498
.....	27,145	31,518	25,760	33,392	181,901	181,643	.....	363,544
.....	30,290	37,214	32,125	39,946	211,550	223,474	1,111,529	435,024
.....	77,690	87,293	66,029	91,859	501,427	501,584	.....	1,002,991

[illegible]

* Opened June 24, 1910.

* Collections for the 63d street station of the New Utrecht avenue line and for the New Utrecht station of the Sea Beach line are in the main not separated and are shown as pertaining to the latter station and line except in the case of those through car entrance giving direct access to New Utrecht trains only.

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Continued
(C) Fares collected at Brooklyn Rapid Transit elevated division stations — Concluded

LINES AND STATIONS	January	April	July	October	Six months, January-June	Six months, July-December	Year ended June 30, 1916	Year ended December 31, 1916
DEDUCTIONS								
Payments to other companies (B. R. T. System):								
5-cent passengers.....	229,676	309,542	389,824	186,190	1,839,495	1,590,512	4,322,781	3,430,007
3-cent passengers.....	211	287	871	.....	7,290	2,046	10,525	9,336
Tickets collected by trainmen (included in station sales).....	34,036	42,016	1,092	59,717	178,757	196,935	323,465	375,692
Miscellaneous petty cash adjustments.....	72	81	61	28	361	83,106	3,975	38,467
Total deductions.....	263,995	351,926	391,848	245,935	2,025,903	1,822,599	4,660,746	3,848,508
Net total collections.....	15,192,171	16,460,533	20,278,933	17,438,476	98,883,866	110,253,148	192,607,643	209,137,014
FURTHER ADJUSTMENTS TO OBTAIN								
N. Y. CONSOLIDATED FIGURES								
Conductors' accounts.....	46,377	56,896	43,920	76,851	291,311	349,629	604,458	640,940
Credit ticket sales.....	53,402	100,062	3,200	9,092	392,114	42,726	628,288	434,839
Proportion L. I. R. R. sales, Rockaway beach.....	.....	.....	96,020	.....	6,328	201,120	233,297	207,448
Total adjustments.....	99,779	156,958	143,140	85,943	689,753	593,474	1,460,043	1,283,227
Grand total, N. Y. Consolidated.....	15,291,950	16,617,491	20,422,073	17,519,419	99,573,619	110,846,622	194,067,686	210,420,241
Average per day.....	493,288	552,350	658,777	565,143	547,108	602,427	530,240	574,919
B. R. T. ELEVATED DIVISION (AS PER TRAFFIC SUMMARY)								
N. Y. Consolidated elevated (as above).....	15,201,950	16,617,491	20,422,073	17,519,419	99,573,619	110,846,622	194,067,686	210,420,241
Culver elevated (South Brooklyn).....	909,974	337,152	421,558	370,458	1,959,926	2,311,142	4,195,290	4,271,038
West End elevated (Nassau Electric).....	667,620	727,096	.....	.....	4,057,136	.....	8,835,293	4,057,136
Grand total, B. R. T. elevated.....	16,200,544	17,671,739	20,843,631	17,889,877	105,590,681	113,157,764	207,093,269	218,748,443
Average per day.....	524,824	589,058	672,375	577,093	580,169	614,988	565,842	597,673

* Discontinued June 24, 1916.

TABLE IX. Traffic statistics: Subway and elevated station records, 1916 — Concluded
(D) Ticket sales of the Hudson & Manhattan Railroad: Aggregate for New Jersey, and by stations for New York City

STATIONS	January	April	July	October	Six months, January-June	Six months, July-December	Year ended June 30, 1916	Year ended December 31, 1916
Hudson Terminal.....	1,634,893	1,686,772	1,572,604	1,714,970	9,925,738	9,911,827	18,863,682	19,837,565
Thereof Pennsylvania joint-rate.....	574,984	618,239	598,638	643,107	3,550,165	3,623,611	6,823,485	7,243,776
2-cent tickets.....	1,850	1,025	925	1,175	9,125	5,650	19,300	14,775
Christopher street.....	69,730	69,033	61,454	71,334	408,146	392,931	753,463	801,077
2-cent tickets.....	68,868	60,908	44,480	44,245	308,044	266,590	574,786	668,574
9th street.....	70,160	70,901	53,381	77,365	414,709	412,169	781,639	823,878
2-cent tickets.....	65,663	68,123	75,966	108,225	372,562	370,803	716,615	743,165
14th street.....	183,481	146,041	102,164	144,577	802,497	772,583	1,553,961	1,575,080
2-cent tickets.....	164,804	179,728	150,879	179,766	890,425	869,703	1,714,767	1,860,128
19th street.....	86,988	91,437	66,883	88,115	521,442	502,185	1,023,627	1,023,627
2-cent tickets.....	104,816	109,780	89,480	108,004	630,667	607,917	1,238,584	1,238,584
23d street.....	123,786	125,066	95,638	125,878	737,623	686,193	1,393,322	1,423,816
2-cent tickets.....	163,873	167,465	150,738	169,818	976,646	924,681	1,869,700	1,901,227
28th street.....	76,591	80,120	56,803	81,477	464,651	433,272	870,454	897,923
2-cent tickets.....	108,677	110,549	81,054	113,919	633,872	605,175	1,184,189	1,239,047
33d street.....	480,850	504,125	338,675	497,700	2,858,100	2,682,325	5,303,925	5,540,425
2-cent tickets.....	656,224	678,267	472,507	680,628	3,845,284	3,677,697	7,142,276	7,522,981
Total, stations in New York City.....	2,686,479	2,773,495	2,337,492	2,801,416	16,132,906	15,793,485	30,550,421	31,926,391
2-cent tickets.....	1,341,675	1,395,029	1,018,803	1,405,778	7,960,426	7,617,866	15,007,540	15,578,281
Stations in New Jersey.....	2,878,322	2,941,748	2,523,483	3,039,468	17,197,820	17,058,094	32,741,338	34,255,914
Thereof Pennsylvania joint-rate.....	575,808	625,902	606,459	648,903	3,576,687	3,738,644	6,881,346	7,305,331
2-cent tickets.....	944,596	955,156	684,183	974,575	5,616,338	5,267,100	10,516,712	10,783,428
Miscellaneous ¹.....	.....	.....	.....	.....	275	1,050	1,775	1,325
2-cent tickets.....	34,250	37,650	23,200	39,750	208,575	208,500	381,133	412,075
Grand total.....	5,564,801	5,715,243	4,860,975	5,840,884	33,331,001	32,852,629	63,293,534	66,183,630
Thereof Pennsylvania joint-rate.....	1,150,738	1,243,441	1,205,147	1,292,010	7,126,862	7,422,255	13,704,891	14,649,107
2-cent tickets.....	2,390,321	2,387,835	1,796,186	2,490,103	15,685,383	15,088,456	26,605,385	28,773,844
Average per day.....	179,510	190,503	156,806	188,416	183,137	178,547	172,933	180,830
2-cent tickets.....	74,849	79,595	55,685	78,068	75,194	71,153	70,780	73,153

NOTE.—Passengers between New York and New Jersey via the Christopher street tunnels deposit a supplementary two-cent ticket to make up the seven-cent fare. All the traffic represented by the italic figures is therefore included in the figures printed in roman type, but not always in the figure just above, since the numbers of two-cent tickets sold on the Sixth avenue branch represent not only southbound passengers but also some northbound.

¹ Includes office sales and returns of treasurer.

TABLE X. CASUALTIES, 1916: (A) Passengers killed or injured and extent of injury

OPERATING STREET RAILWAYS	Killed ¹	SERIOUSLY INJURED ¹					Total killed or seriously injured	Suffered a minor injury ²	Total killed or injured
		Fractured skull	Amputated limb	Broken limb	Other serious injury	Total			
Interborough Rapid Transit.....	28	.....	.....	31	16	47	75	9,433	9,508
Hudson & Manhattan.....	.....	1	.....	2	15	18	18	116	134
1st P. S. C. District.....	.....	1	.....	1	7	9	9	73	82
Outside 1st District.....	.....	.....	.....	1	8	9	9	43	52
Total.....	28	1	.....	33	31	65	93	9,549	9,642
BROOKLYN RAPID TRANSIT									
New York Consolidated.....	3	1	1	8	32	42	45	1,433	1,478
Brooklyn Heights.....	4	2	1	8	41	52	56	3,534	3,590
Bridge Operating.....	1	.....	.....	.....	16	16	17	81	98
Brooklyn, Queens Co. & Sub.....	.....	2	.....	3	19	24	24	517	541
Coney Island & Brooklyn.....	1	1	.....	4	9	14	15	1,001	1,016
Coney Island & Gravesend.....	.....	.....	.....	1	.....	1	1	43	44
Nassau Electric.....	3	1	1	13	48	63	66	2,124	2,190
South Brooklyn.....	2	.....	.....	.....	.....	.....	2	87	89
Total.....	14	7	3	37	165	212	226	8,820	9,046
MANHATTAN SURFACE									
New York Railways.....	6	5	.....	44	54	103	109	4,956	5,065
Second Avenue, Receiver.....	.....	.....	1	2	4	7	7	42	49
Brooklyn & North River.....	.....	.....	.....	.....	.....	.....	.....	80	80
Third Avenue.....	.....	1	.....	5	4	10	10	1,005	1,015
Dry Dock, E. B'way & B. Recr.....	.....	.....	1	2	1	4	4	170	174
42d st., Manh. & St. N. Ave.....	.....	.....	.....	3	2	5	5	452	457
Belt Line.....	.....	.....	.....	1	2	3	3	224	227
Mid-Crosstown.....	.....	.....	.....	.....	.....	.....	.....	29	29
Total.....	6	6	2	57	67	132	138	6,958	7,096
BRONX SURFACE									
N. Y. City Interborough.....	.....	2	.....	1	20	23	23	111	134
Pelham Park & City Island.....	.....	.....	.....	.....	.....	.....	.....	3	3
Southern Boulevard.....	.....	.....	.....	.....	12	12	12	94	106

Union	1	0	1	159	148	144	730	880
1st P. & C. District	1	0	1	130	140	141	731	872
Outside 1st District				3	3	3	5	8
Westchester Electric				16	16	16		16
1st P. & C. District				0	0	0		0
Outside 1st District				0	0	0		0
Total	1	0	5	190	193	194	944	1,138
(excl. B. R. T.)								
				34	34	34	942	976
							83	83
							74	74
							9	9
							197	181
							81	85
							46	46
							55	55
							9	11
							53	60
Total			1	50	51	51	1,274	1,325
Richmond and Other Surface								
Richmond Light & R. R.				1	1	1	13	14
Staten Island Midland	1		2	1	3	4	25	29
Total	1		2	2	4	5	38	43
Grand total	50	23	5	495	657	707	27,593	28,200

NOTE.—The following companies report no casualties and consequently are omitted from this table: Southfield Beach, Bush Terminal, Van Brunt Street & Erie Basin, and Marine. Those companies which are shown in some divisions of the table and omitted from others report "None" for those divisions from which they

three days after accident.
from contusions, dislocations, lacerations, loss of an eye, burns resulting in destruction of skin, asphyxiation, amputation, in death subsequently to three days after accident.

atches, slight cuts, sprains, burns causing only redness of skin, and other injuries not requiring the service of a physician.
ision District.

TABLE I. Casualties, 1916: (B) Employees killed or injured and extent of injury

Operating Street Railways	Killed ¹	Seriously Injured ²				Total killed or seriously injured	Suffered a minor injury ³	Total killed or injured
		Fractured skull	Amputated limb	Broken limb	Other serious injury			
Interborough Rapid Transit.....	24	2	.....	10	21	57	943	999
Hudson & Manhattan.....	1	.....	.....	1	.....	10	28	33
1st P. S. C. District.....	1	.....	.....	.....	.....	1	2	3
Outside 1st District.....	.....	.....	.....	1	.....	9	21	30
Total.....	25	2	.....	11	20	67	966	1,033
LAKE TRANSIT	8	.....	.....	4	4	16	141	157
.....	1	2	.....	1	17	21	242	263
.....	.....	.....	.....	.....	.....	.....	4	4
.....	.....	.....	.....	1	.....	1	24	25
.....	.....	.....	.....	1	.....	1	95	96
.....	.....	.....	.....	.....	.....	.....	1	1
.....	.....	.....	.....	.....	.....	.....	180	185
.....	2	.....	.....	.....	3	5	33	39
.....	.....	.....	.....	.....	.....	.....	1,327	1,340
.....	5	.....	.....	.....	3	13	.....	.....
Total.....	16	2	.....	7	32	57	2,047	2,104
MANHATTAN SURFACE	3	2	.....	16	26	56	1,940	1,996
New York Railways.....	.....	.....	.....	1	2	3	24	24
Second Avenue, Receiver.....	.....	.....	.....	.....	.....	.....	473	481
Brooklyn & North River.....	.....	.....	.....	2	4	6	39	39
Third Avenue.....	2	.....	.....	.....	.....	.....	151	155
Dry Dock, E. B'way & B., Recr.....	.....	.....	.....	3	1	4	91	94
42d St., Manh. & St. N. Ave.....	.....	.....	.....	.....	2	3	22	23
Belt Line.....	.....	.....	.....	.....	.....	.....	.....	.....
Mid-Crosstown.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	5	2	.....	22	43	74	2,746	2,819
BROOKLYN SURFACE	.....	.....	.....	.....	.....	.....	37	37
N. Y. City Interborough.....	.....	.....	.....	.....	1	1	4	4
Pelham Park & City Island.....	.....	.....	.....	.....	.....	.....	24	24
Southern Boulevard.....	.....	.....	.....	.....	2	2	.....	.....

TABLE X. Casualties, 1916: (D) All classes of persons killed or injured and extent of injury

OPERATING STREET RAILWAYS	Killed	SERIOUSLY INJURED					Total killed or seriously injured	Suffered a minor injury	Total killed or injured
		Fractured skull	Amputated limb	Broken limb	Other serious injury	Total			
Met.	53	3	.....	41	37	80	128	10,473	10,603
.....	3	1	.....	3	25	27	20	139	169
.....	1	1	.....	1	7	9	10	75	85
Outside 1st District	2	.....	.....	2	16	18	20	64	84
Total	60	3	.....	44	60	107	163	10,612	10,775
RAPID TRANSIT	20	2	2	13	41	58	78	1,604	1,682
.....	11	7	2	33	100	132	143	4,243	4,385
.....	2	.....	.....	.....	16	16	16	91	109
.....	.....	3	.....	6	25	34	34	662	696
.....	0	1	1	10	14	26	32	1,203	1,235
.....	.....	.....	.....	2	1	3	3	45	48
.....	11	3	2	18	67	110	121	2,605	2,726
.....	6	.....	.....	.....	2	2	8	131	139
.....	5	.....	.....	.....	8	8	13	1,333	1,343
Total	61	16	7	72	204	389	450	11,917	12,367
MANHATTAN SURFACE	31	8	2	91	180	261	292	8,307	8,659
.....	1	.....	2	8	21	31	32	118	150
.....	1	3	.....	1	3	7	8	123	131
.....	10	16	1	16	17	50	60	1,748	1,808
.....	2	1	1	4	4	10	12	317	329
.....	6	7	.....	11	11	39	35	737	772
.....	5	1	1	5	9	16	21	405	426
.....	.....	.....	.....	.....	1	1	1	75	76
Total	56	36	7	136	226	405	461	11,890	12,351
BRONX SURFACE	1	3	.....	5	28	36	37	200	203
N. Y. City Interborough	.....	.....	.....	.....	.....	.....	.....	7	7
Pelham Park & City Island	.....	.....	.....	.....	.....	.....	.....	161	161
Southern Boulevard	1	1	.....	.....	.....	17	18	.....	17

Westchester Electric	1	13	1	19	290	323	334	1,050	1,064	33
1st P. & C. District	1									13
Outside 1st District										20
Total	11	13	1	19	290	323	334	1,050	1,064	
(excl. B. R. T.)										
1st P. & C. District	2				74	75	80	1,458	1,538	1,538
Outside 1st District					2	2	2	125	127	127
Ocean Electric								113	115	115
New York & North Shore								13	13	13
1st P. & C. District	3	1			14	16	19	216	235	235
Outside 1st District	2	1			15	15	17	133	150	150
Manhattan & Queens	1				1	1	2	63	85	85
Total	6	3		7	118	128	134	1,983	2,117	2,117
RICHMOND AND OTHER SURFACE										
Richmond Light & R. R.	2				2	2	2	22	24	24
Staten Island Midland	2	2			2	2	10	39	49	49
Total — Richmond	2	2			2	10	12	71	83	83
Manhattan Bridge 3-Cent Line					1	1	1			1
Total	2	2		2	6	11	13	71	84	84
Grand total	192	73	15	281	994	1,363	1,555	38,123	39,678	

Southern Boulevard.....	9	43	51	.....	50	.....	.....	.....	4	38	13
Union.....	153	345	493	.....	262	12	.....	.....	21	295	203
Westchester Electric.....	41	34	76	.....	23	1	.....	.....	1	34	51
Total.....	234	473	707	.....	303	16	.....	.....	33	413	266
QUEENS SURFACES (EXCL. B. R. T.)											
New York & Queens County.....	96	50	146	.....	79	3	.....	.....	17	98	46
Long Island Electric.....	25	9	34	.....	19	.....	.....	.....	9	28	6
New York & Long Island.....	31	16	37	.....	14	1	.....	.....	10	25	13
Ocean Electric.....	9	16	28	.....	18	.....	.....	.....	.....	18	10
New York & North Shore.....	16	6	23	.....	1	.....	.....	.....	3	4	13
Manhattan & Queens.....	25	20	45	.....	24	3	.....	.....	2	30	15
Total.....	192	130	312	.....	155	6	.....	.....	41	303	109
RICHMOND AND QUEENS SURFACES											
Richmond Light & R. E.....	45	39	84	.....	6	4	.....	.....	15	25	59
Staten Island Midland.....	31	26	49	.....	5	3	.....	.....	8	21	36
Total — Richmond.....	68	67	133	.....	11	13	.....	.....	23	46	97
Manhattan Bridge 3-Cent Line.....	7	7	14	.....	4	.....	.....	.....	.....	8	6
Total.....	73	74	147	.....	15	12	.....	.....	23	54	93
Grand total.....	48,731	7,033	15,764	.....	4,287	551	.....	.....	2,125	6,938	8,826

NOTE.—Companies omitted under any division report "None."

appears in the returns of the company.

of 1015 Report, see notes 1 and 2.

TABLE XI. Claims on account of injuries, 1916: (B) Distribution of suits pending at close of the year according to year in which accident occurred and according to trial court

OPERATING STREET RAILWAYS	ACCIDENT OCCURRED IN YEAR ENDING JUNE 30 —						Total suits pending	DISTRIBUTION BY TRIAL COURT			
	1910 and prior years	1911	1912	1913	1914	1915		Municipal courts	City and county courts	Supreme court	Federal courts
Interborough Rapid Transit.....	(1)	36	4	26	91	262	493	160	244	479	1
Hudson & Manhattan.....	.....	.....	2	1	3	10	4	4	6	10	8
1st P. S. C. District.....	.....	.....	.....	.....	.....	7	2	1	3	5	.....
Outside 1st District.....	.....	.....	2	1	3	3	2	1	2	5	2
Total.....	.....	6	6	27	94	272	499	162	250	489	3
TRANSIT	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	362	5	10	26	82	152	211	129	42	377	.....
.....	1,837	51	70	95	274	310	427	234	724	2,085	1
.....	.....	2	.....	.....	1	1	.....	.....	.....	4	.....
.....	165	10	17	29	52	96	112	95	96	233	.....
.....	.....	.....	13	18	62	78	134	69	41	194	.....
.....	.....	.....	.....	.....	2	6	13	9	2	11	1
.....	317	33	33	71	150	227	311	197	211	738	.....
.....	113	4	3	3	5	23	20	15	4	52	.....
.....	38	7	5	4	9	12	8	5	5	43	.....
Total.....	2,432	112	157	246	637	905	1,236	803	1,127	3,792	3
MANHATTAN SURFACE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Railways.....	.....	.....	2	20	131	323	598	233	372	559	.....
Second Avenue, Receiver.....	8	8	20	23	55	34	67	30	59	116	.....
Brooklyn & North River.....	.....	.....	.....	4	19	1	8	1	1	7	.....
Third Avenue.....	.....	1	3	.....	3	40	66	34	52	77	.....
Dry Dock, E. B'way & E. Recr.....	.....	.....	3	1	3	9	15	8	12	14	.....
42d St., Manh. & 84. N. Ave.....	.....	3	.....	4	7	21	43	13	14	43	.....
Belt Line.....	.....	.....	.....	.....	3	16	23	5	18	29	.....
Mid-Crosstown.....	.....	.....	.....	.....	.....	2	1	.....	3	.....	.....
Total.....	8	12	23	52	218	456	936	323	527	850	.....

TABULATIONS FROM RETURNS OF STREET RAILWAYS 301

BRONX SURFACE													
N. Y. City Interborough	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern Boulevard	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Westchester Electric	1	1	6	3	26	2	11	18	53	3	40	1	12
Total	1	1	6	31	49	78	129	295	47	61	187	.....	.....
QUEENS SURFACE (EXCL. B. R. T.)													
New York & Queens County	5	2	2	.....	7	9	23	48	.....	3	45	.....	.....
Long Island Electric	1	1	1	.....	.....	2	1	6	.....	.....	6	.....	.....
New York & Long Island	.....	.....	1	.....	.....	5	5	12	.....	.....	10	.....	.....
Ocean Electric	.....	.....	.....	.....	4	3	3	10	.....	.....	10	.....	.....
New York & North Shore	.....	2	1	.....	2	5	5	18	.....	.....	16	.....	.....
Manhattan & Queens	.....	.....	.....	.....	.....	4	11	15	4	.....	11	.....	.....
Total	6	5	5	4	13	28	48	109	5	6	98	.....	.....
RICHMOND AND OTHER SURFACE													
Richmond Light & R. R.	.....	3	4	8	8	11	25	59	13	4	42	.....	.....
Staten Island Midland	.....	2	2	3	1	4	16	28	5	2	20	.....	.....
Total—Richmond	.....	5	6	11	9	15	41	87	18	6	62	.....	.....
Manhattan Bridge 3-Cent Line	.....	.....	.....	.....	.....	.....	6	6	1	.....	5	.....	.....
Total	.....	5	6	11	9	15	47	93	19	6	67	.....	.....
Grand total	2,447	141	208	371	1,020	1,754	2,885	8,826	1,359	1,977	5,483	.....	7

NOTE.—Companies omitted under any division report "None."

1 See note 2.

2 Includes all accidents occurring prior to July 1, 1911.

3 Includes accidents in subsequent periods not distributed by years.

TABLE XI. Claims on account of injuries, 1916: (C) Judgments

OPERATING STREET RAILWAYS	Unpaid at beginning of year	Rendered during year	Total active during year	Reversed during year	PAID DURING YEAR		UNPAID AT CLOSE OF YEAR	
					Com-promised	Paid in full	Total	Whereof on appeal
Interborough Rapid Transit:								
Number.....	5	55	60	2	3	51	4	3
Amount.....	\$2,749 76	\$36,569 58	\$39,319 34	\$1,426 10	\$4,764 45	\$21,793 20	\$11,335 49	\$10,535 49
Hudson & Manhattan:								
Number.....	1	1	1	.....	.....	.....	1	1
Outside 1st District	.....	.....	.....	.....	.....	.....	.....	.....
1st P. S. C. District	.....	.....	.....	.....	.....	.....	.....	.....
Amount.....	.....	\$185 00	\$185 00	.....	.....	.....	\$185 00	.....
Outside 1st District	.....	725 00	725 00	.....	.....	\$650 00	175 00	.....
Total.....	5	58	64	2	3	53	6	4
Amount.....	\$2,749 76	\$37,479 58	\$40,229 34	\$1,426 10	\$4,764 45	\$22,343 30	\$11,695 49	\$10,770 49
BROOKLYN RAPID TRANSIT								
New York Consolidated:								
Number.....	5	42	48	3	.....	32	13	12
Amount.....	\$38,264 58	\$41,929 44	\$80,194 02	\$22,883 70	.....	\$28,166 55	\$29,143 67	\$29,143 67
Brooklyn Heights:								
Number.....	13	109	127	10	.....	92	25	25
Amount.....	\$61,709 95	\$70,130 46	\$131,840 41	\$24,876 36	.....	\$88,142 90	\$18,821 15	\$18,821 15
.....	.....	1	1	.....	.....	1	.....	.....
.....	.....	366 00	366 00	.....	.....	366 00	.....	.....
.....	2	25	27	1	.....	25	1	1
.....	\$2,805 47	\$16,071 35	\$18,876 32	\$679 40	.....	\$15,815 32	\$2,381 60	\$2,381 60
.....	1	37	36	1	.....	27	10	10
.....	\$200 00	\$21,107 11	\$21,367 11	\$2,888 70	.....	\$12,366 23	\$6,052 18	\$6,052 18
.....	.....	2	2	.....	.....	2	.....	.....
.....	.....	\$241 71	\$241 71	.....	.....	\$241 71	.....	.....
.....	13	68	81	2	.....	64	15	15
.....	\$15,730 77	\$63,945 64	\$78,595 41	\$2,790 10	.....	\$48,651 92	\$27,143 69	\$27,143 69

Transit Development Co.		Number.		Amount.		Number.		Amount.		Number.		Amount.			
Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.		
1	\$3,062 41	2	\$121,932 16	3	\$222,780 85	4	\$121,932 16	5	\$222,780 85	6	\$3,062 41	7	\$121,932 16		
8	\$3,062 41	9	\$121,932 16	10	\$222,780 85	11	\$3,062 41	12	\$121,932 16	13	\$222,780 85	14	\$3,062 41	15	\$121,932 16
16	\$3,062 41	17	\$121,932 16	18	\$222,780 85	19	\$3,062 41	20	\$121,932 16	21	\$222,780 85	22	\$3,062 41	23	\$121,932 16
24	\$3,062 41	25	\$121,932 16	26	\$222,780 85	27	\$3,062 41	28	\$121,932 16	29	\$222,780 85	30	\$3,062 41	31	\$121,932 16
32	\$3,062 41	33	\$121,932 16	34	\$222,780 85	35	\$3,062 41	36	\$121,932 16	37	\$222,780 85	38	\$3,062 41	39	\$121,932 16
40	\$3,062 41	41	\$121,932 16	42	\$222,780 85	43	\$3,062 41	44	\$121,932 16	45	\$222,780 85	46	\$3,062 41	47	\$121,932 16
48	\$3,062 41	49	\$121,932 16	50	\$222,780 85	51	\$3,062 41	52	\$121,932 16	53	\$222,780 85	54	\$3,062 41	55	\$121,932 16
56	\$3,062 41	57	\$121,932 16	58	\$222,780 85	59	\$3,062 41	60	\$121,932 16	61	\$222,780 85	62	\$3,062 41	63	\$121,932 16
64	\$3,062 41	65	\$121,932 16	66	\$222,780 85	67	\$3,062 41	68	\$121,932 16	69	\$222,780 85	70	\$3,062 41	71	\$121,932 16
72	\$3,062 41	73	\$121,932 16	74	\$222,780 85	75	\$3,062 41	76	\$121,932 16	77	\$222,780 85	78	\$3,062 41	79	\$121,932 16
80	\$3,062 41	81	\$121,932 16	82	\$222,780 85	83	\$3,062 41	84	\$121,932 16	85	\$222,780 85	86	\$3,062 41	87	\$121,932 16
88	\$3,062 41	89	\$121,932 16	90	\$222,780 85	91	\$3,062 41	92	\$121,932 16	93	\$222,780 85	94	\$3,062 41	95	\$121,932 16
96	\$3,062 41	97	\$121,932 16	98	\$222,780 85	99	\$3,062 41	100	\$121,932 16	101	\$222,780 85	102	\$3,062 41	103	\$121,932 16
Total.		{		Number.		{		Amount.		Number.		{		Amount.	
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Total.		{		Number.		{		Amount.		Number.		{		Amount.	
Total.		{		Number.											

NOTE.—Companies omitted under any division report "None."

Discrepancy with 1915 Report, which shows \$9,519.80, appears in the returns of the company.

* Represents 82 judgments on which a 33½ per cent dividend had been paid (here counted as 54½ unpaid judgments) and 31 on which no payments had been made.

* Represents a dividend paid under court order, of 16½ per cent on 83 judgments (here counted as 13½) and of 50 per cent on 23 judgments (here counted as 11½). Including a dividend of 33½ per cent previously paid on the 83 judgments.

d. Includes items 4): includes

TABLE XI. Claims on account of injuries, 1916: (D) Settlements according to period of accident — Continued

Operating Street Railways	Claims Settled (Release before suit)		Suits Compromised		Judgments Paid		Total Settlements	
	Number	Amount	Number	Amount	Number	Amount	Number	Amount
BROOKLYN RAPID TRANSIT - Co., Ltd.								
Nassau Electric.....	1,178	\$59,877 71	176	\$38,362 59	64	\$48,651 68	1,418	\$116,938 98
.....	336	12,074 58	24	994 16	4	570 27	304	13,645 01
.....	644	17,008 81	63	5,225 00	18	3,387 20	714	25,711 01
.....	157	10,107 86	30	4,447 50	8	9,324 11	105	23,879 27
.....	21	688 08	19	4,710 00	16	11,083 04	66	17,281 12
.....	4	41 08	19	6,015 00	7	11,521 72	30	17,877 80
.....	3	4 00	17	4,839 60	5	9,812 20	25	14,155 80
.....	2	31 00	3	435 00	.....	.....	5	465 00
.....	3	25 00	7	1,233 38	4	827 17	14	2,125 50
.....	.....	7 50	1	90 00	.....	.....	1	90 00
.....	2	6,002 18	4	870 00	3	1,079 91	3	2,057 41
.....	98	298 88	8	8,025 00	8	5,864 78	116	16,731 87
.....	19	2,379 97	.....	76 00	1	35 00	19	298 88
.....	53	3,933 30	2	800 00	3	6,261 80	55	2,479 97
.....	21	40 00	5	2,600 00	.....	.....	25	9,995 10
.....	2	.....	1	150 00	.....	.....	7	2,940 00
.....	.....	10 00	.....	.....	2	153 93	1	150 00
.....	1	.....	.....	.....	2	265 00	4	162 93
.....	168	18,092 60	3	900 00	1	180 00	2	265 00
.....	51	1,231 60	1	25 00	.....	.....	2	190 00
.....	102	14,743 08	1	100 00	.....	.....	174	22,061 48
.....	14	555 50	.....	.....	.....	.....	52	1,260 60
.....	1	41,507 42	.....	.....	1	528 35	103	14,848 06
.....	.....	45 00	.....	.....	.....	.....	15	1,083 85
.....	.....	.....	1	175 00	.....	.....	.....	41,807 42
.....	.....	.....	.....	.....	1	650 53	1	45 00
.....	4,989	177,703 07	683	104,551 79	1	2,500 00	2	825 53
.....	4,275	139,235 09	263	34,352 48	854	803,904 43	1	2,800 00
.....	537	37,402 84	209	39,587 94	63	36,023 26	6,831	483,254 39
.....	57	599 84	137	26,370 54	73	52,127 31	4,006	200,210 83
.....	14	87 70	48	5,498 33	82	71,036 06	919	139,127 99
.....	6	382 50	32	6,732 50	24	33,931 83	276	97,006 56
.....	.....	.....	.....	.....	7	9,276 15	86	42,517 86
.....	.....	.....	.....	.....	.....	.....	45	16,391 15
MANHATTAN SURFACE								
New York Railways.....	5,178	\$359,160 87	1,589	\$370,898 00	135	\$456,722 60	6,903	\$762,530 97
.....	2,228	132,646 96	162	23,138 00	9	9,107 30	2,399	164,792 08
.....	2,425	142,478 98	485	82,995 00	49	7,114 42	2,080	232,588 40

TABULATIONS FROM RETURNS OF STREET RAILWAYS 309

Third Avenue	476	38,106 53	50 017 50	25	5,408 70	102,643 73
January-June, 1916.	43	20,878 38	98,768 80	21	15,230 88	134,650 76
July-December, 1915	27	1,502 45	58,966 93	17	12,673 67	73,143 06
January-June, 1916	12	1,505 17	39,316 57	9	3,918 54	43,640 28
July-December, 1914	3	80 00	6,340 00	3	469 19	6,889 19
January-June, 1914	2	43 00	1,248 80	12	1,750 00	3,134 80
July-December, 1913	1	235 00	4,375 00	4	15,914 25	20,743 45
January-June, 1913	169	2,457 81	4,398 00	867	1,205 00	877 50
July-December, 1912	47	537 20	140 00	107	2,992 96	1,805 00
January-June, 1912	93	925 50	379 50	55	3,238 35	2,992 96
July-December, 1911	18	416 80	577 50	26	1,858 03	3,238 35
January-June, 1911	6	183 00	1,460 00	91	3,592 25	1,858 03
July-December, 1910	3	360 00	790 00	10	7,381 83	3,592 25
January-June, 1910	1	5 00	335 00	7	6,591 56	7,381 83
July-December, 1909	1	10 00	206 00	21	3,511 25	6,591 56
January-June, 1909	76	3,701 55	2,667 00	18	1,874 55	3,511 25
July-December, 1908	18	750 75	1,660 00	40	76 00	1,874 55
January-June, 1908	43	1,951 25	1,660 00	11	150 00	76 00
July-December, 1907	8	924 55	150 00	1	106,953 50	150 00
January-June, 1907	2	76 00	61,583 99	14	15,018 97	106,953 50
July-December, 1906	844	49,800 48	3,923 00	204	53,483 83	15,018 97
January-June, 1906	270	10,974 07	23,607 67	571	23,898 39	53,483 83
July-December, 1905	493	30,889 73	13,685 00	112	7,515 34	23,898 39
January-June, 1905	71	6,548 15	6,860 00	24	3,135 55	7,515 34
July-December, 1904	3	328 46	1,453 00	14	2,963 25	3,135 55
January-June, 1904	3	690 00	2,362 33	7	1,960 00	2,963 25
July-December, 1903	2	150 00	14,915 50	6	6,059 50	1,960 00
January-June, 1903	225	460 00	910 00	877	4,263 87	6,059 50
July-December, 1902	91	5,149 50	2,040 00	101	3,458 28	4,263 87
January-June, 1902	111	4,593 45	3,415 50	139	6,770 28	3,458 28
July-December, 1901	21	843 37	2,600 00	35	2,530 00	6,770 28
January-June, 1901	1	38 28	2,500 00	4	4,145 28	2,530 00
July-December, 1900	1	25 00	2,500 00	3	2,530 00	2,530 00

* Constitutes additional payments on settlements previously reported.

* The excess of 162 shown in Div. A to claimant "is probably due to fact the number of compromised suits in year, Div. A figures represent the reached, irrespective of date of payment. Div. A includes also minors' cases settled before trial on which judgment was secured before payment to make settlement legal.

* The excess of 30 judgments and of \$4,844.87 over the corresponding entries in

TABLE XL. Claims on account of injuries, 1916: (D) Settlements according to period of accident — Continued

OPERATING STREET RAILWAYS	CLAIMS SETTLED (RELEASE BEFORE SUIT)		SUITS COMPROMISED		JUDGMENTS PAID		TOTAL SETTLEMENTS	
	Number	Amount	Number	Amount	Number	Amount	Number	Amount
42d St., Manh. & St. N. Ave	421	\$35,833 86	22	\$16,389 12	6	\$6,116 86	679	\$55,878 84
	186	10,437 18	18	2,785 00	...	...	204	18,232 18
	215	13,414 20	35	3,231 00	3	518 00	243	17,163 20
	80	6,344 15	20	3,618 62	1	160 50	101	10,103 27
	7	2,543 33	9	3,612 50	...	...	16	6,055 83
	1	25 00	...	...	2	2,438 80	3	2,463 26
	2	90 00	...	2,775 00	...	...	11	3,805 00
	...	...	1	400 00	...	...	1	400 00
	222	26,341 87	57	11,506 00	...	...	359	57,146 87
	111	4,809 24	9	992 50	...	...	120	5,401 74
Belt Line	124	14,934 99	24	3,987 50	...	...	148	18,922 49
	38	5,370 24	36	4,480 00	...	...	54	9,850 24
	9	427 40	6	915 00	...	...	15	1,342 40
	...	...	2	1,450 00	...	...	2	1,450 00
	45	8,573 06	16	8,416 00	...	...	60	10,787 86
Mid-Crosstown	24	648 49	3	620 00	...	...	27	1,268 49
	13	473 74	6	1,220 00	...	...	19	1,693 74
	4	46 73	6	6,876 00	...	...	10	6,820 73

	4	1,205 00	...	...	...	...	4	1,205 00
Total — Manhattan surface.	7,310	\$453,308 53	8,048	\$430,780 61	1811	\$88,589 08	8,558	\$1,026,568 50
	6,497	375,115 13	879	150,539 17	64	17,027 05	7,440	542,671 35
	751	84,068 08	769	207,433 12	531	24,068 15	1,573	315,539 35
	53	2,312 62	332	110,130 82	...	26,372 75	426	139,516 19
	8	592 00	53	11,487 50	121	4,362 22	73	16,441 73
1912 and before	1	235 00	8	1,150 00	12	10,598 89	21	12,073 89

N. Y.	287	\$19,236 06	60	\$11,175 00	8	\$6,473 83	355	\$36,884 01
	131	5,930 62	7	1,210 00	...	...	138	7,140 62
	86	6,567 00	24	6,215 00	...	...	110	12,802 00
	9	317 46	9	1,490 00	1	725 93	19	2,531 89
	1	50 00	7	1,900 00	...	...	8	1,850 00
RECAP	...	...	1	160 00	2	1,750 00	3	1,910 00

	...	...	2	300 00	...	...	2	300 00

TABLE XI. Claims on account of injuries, 1916: (D) Settlements according to period of accident — Concluded

OPERATING STREET RAILWAYS	CLAIMS SETTLED (RELEASE BEFORE SUIT)		SUITS COMPROMISED		JUDGMENTS PAID		TOTAL SETTLEMENTS	
	Number	Amount	Number	Amount	Number	Amount	Number	Amount
B. R. T.) — Concluded								
.....	259	\$15,601 96	14	\$6,970 00	2	\$1,310 72	275	\$23,912 68
.....	99	3,246 40	5	2,820 00	1	680 00	105	6,746 40
.....	138	9,148 76	.....	.....	.....	.....	138	9,148 76
.....	17	4,336 80	2	1,700 00	.....	.....	20	6,036 80
.....	1	1,500 00	.....	.....	.....	.....	1	1,500 00
.....	2	50 00	5	1,950 00	1	680 72	8	2,680 72
.....	2	220 00	.....	.....	.....	.....	2	220 00
.....	.....	.....	1	500 00	.....	.....	1	500 00
.....	28	1,887 50	18	\$,182 75	.....	.....	46	4,110 25
.....	6	89 50	.....	.....	.....	.....	6	89 50
.....	22	1,838 00	14	1,810 00	.....	.....	36	3,648 00
.....	.....	.....	1	35 00	.....	.....	1	35 00
.....	.....	.....	1	200 00	.....	.....	1	200 00
.....	.....	.....	2	137 75	.....	.....	2	137 75
.....	7	76 55	1	175 00	1	\$,480 00	9	\$,682 15
.....	4	29 75	.....	.....	.....	.....	4	29 75
.....	3	46 80	.....	.....	.....	.....	3	46 80
.....	.....	.....	1	175 00	.....	.....	1	175 00
.....	.....	.....	.....	.....	1	2,430 00	1	2,430 00
.....	83	5,848 14	24	\$,435 00	5	\$,121 48	112	16,804 68
.....	26	1,059 44	.....	.....	1	169 34	27	1,228 78
.....	45	2,339 80	4	1,425 00	.....	.....	49	3,764 80
.....	9	259 50	2	35 00	.....	.....	11	294 50
.....	2	99 40	4	1,100 00	1	200 00	7	1,399 40
.....	1	50 00	6	5,400 00	.....	.....	7	5,450 00
.....	.....	.....	7	1,300 00	2	2,549 14	9	3,849 14
.....	.....	.....	1	175 00	1	503 00	2	678 00
Total — Queens surface	1,947	\$79,468 99	155	\$63,716 85	11	\$24,526 62	318	\$167,705 86
1916	1,803	65,681 22	44	13,437 50	2	849 34	1,849	80,268 06
1915	130	12,009 77	68	32,116 00	2	871 40	200	45,597 17
1914	13	870 00	32	15,637 76	5	19,772 28	51	36,280 03
1913	1	5 00	2	450 00	1	603 00	4	1,058 00
1912	.....	.....	7	2,076 00	1	2,430 00	8	4,506 00

TABLE XII. EMPLOYEES AND WAGES: (A) Number of officers

OPERATING STREET RAILWAYS	GENERAL-OFFICE						
	General officers	Other officers	Legal and claim-department employees	CLERKS AND BOOKKEEPERS ¹		STENOGRAPHERS AND TYPISTS ¹	
				Men	Women	Men	Women
Interborough Rapid Transit.....	8	7	.....	281	9	48	33
Hudson & Manhattan.....	6	13	.....	20	2	2	6
Total.....	14	20	.....	301	11	50	39
BROOKLYN RAPID TRANSIT							
Elevated.....	.....	.....	.....	14	.....	2	.....
Surface.....	.....	.....	.....	.....	.....	.....	.....
General.....	5	16	¹⁵ 169	¹⁶ 274	93	5	20
Total.....	5	16	169	288	93	7	20
MANHATTAN AND BRONX SURFACE							
New York Railways.....	²⁰ 3	²¹ 9	²² 103	111	11	18	7
Second Avenue, Receiver.....	4	1	.....	13	.....	1	1
Brooklyn & North River.....	.....	1	.....	1	.....	.....	.....
Third Avenue system ²⁷	12	²⁸ 22	39	102	23	1	11
Less Yonkers Railroad.....	2	1	3	7	.....	.....	.....
Total.....	17	32	139	220	34	20	19
QUEENS SURFACE (EXCL. B. R. T.)							
New York & Queens County.....	} ²⁰ 3	²¹ 2	.....	²² 26	²³ 13	{ 2	} ²⁴ 3
Long Island Electric.....		.....	.....	.....	.....	.....
New York & Long Island.....		1	.....	.....	.....	.....
Ocean Electric.....	.....	1	.....	.....	.....	.....	.....
New York & North Shore.....	3	2	.....	3	.....	1	.....
Manhattan & Queens.....	1	5	.....	2	1	.....	2
Total.....	7	10	.....	31	14	3	5
RICHMOND AND OTHER SURFACE							
Richmond Light & R. R. ²⁵	} 5	1	.....	12	4	1	5
Staten Island Midland ²⁶.....		.....	.....	.....	.....	.....
Southfield Beach ²⁸.....		.....	.....	.....	.....	.....
Total—Richmond.....	5	1	.....	12	4	1	5
Manhattan Bridge 3-Cent Line.....	3	.....	.....	1	1	.....	.....
Bush Terminal.....	(a)	(a)	(a)	(a)	(a)	(a)	(a)
Van Brunt St. & Erie Basin.....	3	.....	.....	.....	1	.....	.....
Marine.....	2	.....	.....	.....	.....	.....	1
Total—Misc. Brooklyn.....	8	.....	.....	1	2	.....	1
Total.....	13	1	.....	13	6	1	6
Grand total.....	56	79	308	¹ 853	¹ 158	¹ 81	¹ 89

NOTE.—The B. R. T. Elevated Division includes subway operation. The burden of classifying the B. R. T. employees according to the requirements of Divisions A and B of the table was in large part placed upon the Bureau of Statistics of this Commission, and the result is the best available under the circumstances. Returns for "Operating" and "Engineering" depts. have been combined and tabulated under "Transportation" except for occupations clearly and exclusively pertaining to the care of cars and buildings, which have been tabulated under "carhouses and shops," along with all returns under "Mechanical Dept." The occasional indefiniteness found in the footnotes, in the case of both the B. R. T. and other data, exists in the company returns.

¹ Figures for some companies not complete because numerous employees in these occupations are returned under "Transportation", "Shop", etc., on account of their work pertaining to these fields. For numbers, see footnotes to residual groups in these depts. ² Specified in footnotes if occupation is known to this Commission. ³ All of whom appear to be also officers of the N. Y. Railways, and the majority, officers of the N. Y. & Queens. So far as possible, such officers are tabulated only under the Interborough. ⁴ Of whom 3 appear to be also officers of the N. Y. Railways, 2 also officers of the N. Y. & Queens, and 1 also an officer of the N. Y. & L. I. and the L. I. Electric. Such officers are tabulated only under the Interborough. ⁵ Inspectors of uniforms. ⁶ "Station masters and clerks." ⁷ "Special officers." ⁸ Includes 2 train masters and 2 yard masters. ⁹ 35 platform men and 53 gatemen. ¹⁰ Includes 3 secret-service men. ¹¹ Train masters. ¹² Includes 49 special collectors. ¹³ Includes 36 secret-service men. ¹⁴ Includes transfer clerks. ¹⁵ 154 men, 15 women. ¹⁶ Includes 4 in "Inspection Dept." 6 paymasters, 37 "receivers and money collectors," 1 in "Insurance Dept." and 1 charged to "B. R. T. Monthly." ¹⁷ Includes telephone operators. ¹⁸ Transfer-printing employees. ¹⁹ Freight-and-mail depot master. ²⁰ The company reports 10 general officers, but since at least 7 are known to be jointly employed by the Interborough and are tabulated thereunder, only 3 are entered here. ²¹ The company reports 13 "other" officers, but since at least 4 are known to be jointly employed by the Interborough and are tabulated thereunder, only 9 are entered here. ²² 63 "adjusters and investigators," 33 lawyers and 7 physicians. ²³ Includes 8 division foremen. ²⁴ Includes 17

TABULATIONS FROM RETURNS OF STREET RAILWAYS 315

and employees, by occupation, at close of fiscal year, 1916

STAFF			TRANSPORTATION						
Janitors and watchmen	Messengers and others ^a	Total	Inspectors	Train clerks, dispatchers and starters	Depot masters	Ticket agents	Register takers	Gate-men and platform men	Transfer agents
.....	496	882	¹⁵ 15	133	¹⁴ 14	902	.....	1,264	.....
.....	11	60	⁷ 8	18	⁵ 5	67	.....	⁸⁸ 88	.....
.....	507	942	23	151	19	960	.....	1,352	.....
.....	.....	16	²³ 23	36	¹¹ 7	¹² 725	2	36	.....
¹⁷ 53	¹⁵ 35	670	¹⁴⁷ 147	97	21	.....	26	.....	¹⁴ 60
.....	.....	.....	.....	.....	¹⁰ 1	.....	.....	.....	.....
53	35	686	170	133	29	725	28	36	60
.....	20	282	⁸² 82	¹⁰⁹ 109	⁵ 5	³⁵ 35	.....	.....	.....
1	.....	21	10	7	.....	⁴ 4	.....	.....	.....
.....	.....	2	3	4	.....	3	1	.....	.....
26	¹⁷ 17	253	78	70	.....	.....	1	.....	.....
.....	1	14	8	8	.....	.....	.....	.....	.....
27	36	544	167	184	5	42	2	.....	.....
1	2	.....	²⁹ 29	13	.....	.....	.....	.....	2
.....	1	54	⁹ 9	2	.....	.....	.....	.....	.....
.....	1	.....	¹⁰ 10	5	.....	² 2	.....	.....	.....
.....	1	2	4	4	.....	.....	.....	.....	.....
.....	.....	9	¹ 1	.....	.....	.....	.....	.....	.....
.....	1	12	4	2	2	.....	.....	.....	.....
1	6	77	57	26	2	2	.....	.....	2
.....
1	6	35	¹⁸ 18	⁴ 4	.....	.....	.....	.....	.....
.....	.....	.....	¹⁵ 15	⁴ 4	.....	.....	.....	.....	.....
1	6	35	33	8	.....	.....	.....	.....	.....
1	.....	6	¹ 1	6	.....	2	.....	.....	.....
(*)	(*)	(*)	1	.....	.....	.....	.....	.....	.....
.....	.....	4	2	.....	.....	.....	.....	.....	.....
.....	.....	3	.....	.....	.....	.....	.....	.....	.....
1	.....	13	4	6	.....	8	.....	.....	.....
2	6	48	37	14	.....	2	.....	.....	.....
83	590	2,297	454	508	55	1,740	30	1,388	62

clockmen. ²² "Terminal men." ²³ "Receivers," presumably of conductors' collections.
²⁷ The data tabulated represent the combined figures for the Third Avenue, Dry Dock, 42d Street-Manhattanville, Belt Line, Mid-Crosstown, N. Y. City Interborough, Pelham Park & C. I., Southern Boulevard, Union, Westchester Electric and Yonkers Railroad. ²⁸ Includes 1 medical examiner. ²⁹ Includes 9 printing-dept. employees. ³⁰ Includes 2 jointly employed by the L. I. Electric and the N. Y. & L. I. and 1 by all three companies. In addition the N. Y. & Queens reports 5 general officers, who, as they also serve the Interborough and N. Y. Railways, are tabulated under the Interborough alone. ³¹ Employed jointly by the L. I. Electric and the N. Y. & L. I. In addition these roads employ 1 jointly with N. Y. & Queens, and 1 jointly by these three roads, together with the Interborough and N. Y. Railways. Besides the last three roads specifically named jointly employ 3. All joint employees with the Interborough are tabulated under that company alone. ³² Of these, 13 are employed exclusively by the N. Y. & Queens, and 13 are reported by that company as "joint" employees, evidently with the L. I. Electric or N. Y. & L. I. or both. The former of these two roads reports 6 "joint" employees and the latter, 8. ³³ Of these, 4 are employed exclusively by the N. Y. & Queens, and 9 are reported by that company as "joint" employees, evidently with the L. I. Electric or N. Y. & L. I. or both. The former of these two roads reports 9 "joint" employees and the latter, 8. ³⁴ Of these, 2 are employed exclusively by the N. Y. & Queens, and 1 is reported by that company as a "joint" employee, evidently with the L. I. Electric or N. Y. & L. I. or both. Each of the latter two roads reports 1 "joint" employee. ³⁵ Includes 1 supt. ³⁶ 1 supt. jointly employed by the L. I. Electric and the N. Y. & L. I. is here included in the figure for the latter. ³⁷ Supt. of transportation. ³⁸ The joint employees shown under general-office staff are as reported by the Richmond Light & R. R. Because of joint employment there is a considerable but unknown amount of duplication in the figures for other employees of the Richmond roads, which are all under one management. ³⁹ Includes 6 "foremen — various." ⁴⁰ Includes 3 "announcers." ⁴¹ Includes 4 "foremen — various." ⁴² "General supt." ⁴³ "Under contract with Bush Terminal Co."

TABLE XII. Employees and wages: (A) Number of officers

OPERATING STREET RAILWAYS	TRANSPORTATION				
	Guards	Conductors	Motormen	Drivers (horse car)	Switchmen, flagmen, yardmen
Interborough Rapid Transit.....	2,737	517	600		433
Hudson & Manhattan.....	209	76	80		65
Total.....	2,946	593	740		468
BROOKLYN RAPID TRANSIT					
Elevated.....	888	255	381		167
Surface.....		2,468	2,424		26
General.....			57		
Total.....	888	2,723	2,862		193
MANHATTAN AND BRONX SURFACE					
New York Railways.....		1,402	1,387	30	76
Second Avenue, Receiver.....		150	148		16
Brooklyn & North River.....		41	41		3
Third Avenue system ¹		1,259	1,284		52
Less Yonkers Railroad.....		110	110		
Total.....		2,742	2,750	30	147
QUEENS SURFACE (EXCL. B. R. T.)					
New York & Queens County.....		150	208		10
Long Island Electric.....		25	23		
New York & Long Island.....		44	45		
Ocean Electric.....		24	23		
New York & North Shore.....		19	19		
Manhattan & Queens.....		49	40		
Total.....		311	363		10
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.....		84	84		2
Staten Island Midland.....		88	85		1
Southfield Beach.....		2	3		
Total—Richmond.....		174	172		3
Manhattan Bridge 3-Cent Line.....		14	14		
Bush Terminal.....		1	4		10
Van Brunt St. & Erie Basin.....		12	12		
Marine.....		2	2		
Total—Misc. Brooklyn.....		29	38		10
Total.....		203	204		13
Grand total.....	3,834	6,572	5,919	30	831

¹ Specified in footnotes if occupation is known to this Commission. ² Includes instructors.
³ "Stoker operators." ⁴ "Coal tenders." ⁵ 34 towermen and 31 switchmen. ⁶ 31 road and trackmen, 5 "channel-rail" [evidently third-rail] men, 54 "other maintenance-of-way" employees, 8 pumpmen and 26 signal repairmen. ⁷ 13 "stenographers and clerks" (evidently men), 5 attendants, 14 "other transportation", 16 elevator conductors and 5 telephone operators.
⁸ "Coal handlers." ⁹ "Brakemen." ¹⁰ 2 Engineering Dept. employees, 17 foremen of track and buildings, 6 bonders, 28 iron-workers, 109 trackmen, 80 "Signal Dept." employees, 1 machinist, 2 painters and 1 employed in cleaning and sanding track. ¹¹ 20 "general-office" employees, 6 "supts. and clerks" and 3 "N. Y. Municipal Ry." employees. ¹² Includes all employees of Operating and Engineering depts. except those tabulated under "car houses and shops," which latter are as follows: 82 car cleaners, 7 lampmen, 44 "drilling cars" and 13 "other car-service."
¹³ See also note 15. ¹⁴ 27 "Engineering Dept." employees, 82 foremen of track and buildings, 23 bonders, 40 misc. laborers, 834 trackmen, 22 blacksmiths, 2 "engineers and firemen" and 15 employed in cleaning and sanding track. ¹⁵ 95 "Associated Trolley" (Brooklyn bridge locals) employees, 119 "Bridge Operating Co." 22 "supts. and clerks" and 220 "general-office" employees. About one-half of the two groups first named are motormen, and one-half conductors.
¹⁶ Includes all employees of Operating and Engineering depts. except those tabulated under "Car houses and shops," which latter are as follows: 95 car cleaners, 32 carhouse men, 24 "other car

TABULATIONS FROM RETURNS OF STREET RAILWAYS 317

and employees, by occupation, at close of fiscal year, 1916 — Continued

— Concluded					POWER							
Road and trackmen, tube-cleaners, channel-rail men	Station porters and watchmen	Stablemen, truck-drivers, etc.	Other transportation employees ¹	Total	Engineers (i.e., engine-men)	Oilers and wipers	Firemen	Coal-passers	Water-tenders	Ashmen	Boiler-cleaners	Dynamo and switch-board men
1,946	379	.....	.....	8,990	29	106	299	22	25	19	44	91
124	49	.....	753	836	7	12	25	7	3	14	19	29
2,090	422	.....	53	9,826	36	118	124	29	28	33	63	120
10 246	100	.....	11 29	12 2,895	.....	.....	.....	.....	.....	.....	.....	.....
1,045	108	.....	15 456	16 6,878	.....	.....	.....	.....	.....	.....	.....	.....
.....	13 1	19 35	20 196	21 290	22 81	(23)	230	39	(24)	(25)	(26)	.....
1,291	209	35	681	10,063	23 81	(24)	230	39	(25)	(26)	(27)	.....
592	108	79	227	4,132	8	6	3	1	1	2	3	66
41	.....	5	.....	381	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	6	102	.....	.....	.....	.....	.....	.....	.....	.....
467	19	20	60	3,310	6	16	.....	.....	.....	.....	.....	15
23	.....	2	4	261	1	2	.....	.....	.....	.....	.....	3
1,077	127	102	289	7,664	13	20	3	1	1	2	3	78
91	.....	7	25	535	1	.....	.....	.....	.....	.....	.....	7
20	.....	.....	.....	84	.....	.....	.....	.....	.....	.....	.....	2
21	.....	.....	.....	127	3	.....	2	3	.....	.....	.....	2
11	.....	.....	12	78	.....	.....	.....	.....	.....	.....	.....	3
8	.....	.....	2	49	3	2	2	.....	.....	.....	.....	1
4	.....	.....	.....	101	.....	.....	.....	.....	.....	.....	.....	.....
155	.....	7	30	974	7	2	4	3	.....	.....	.....	15
29	5	.....	.....	226	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)
18	.....	.....	.....	211	.....	1	.....	.....	.....	.....	.....	4
23	.....	.....	.....	28	.....	.....	.....	.....	.....	.....	.....	.....
70	5	.....	.....	465	.....	1	.....	.....	.....	.....	.....	4
1	.....	.....	.....	38	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	53	69	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	26	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	2
1	.....	.....	53	157	.....	.....	.....	.....	.....	.....	.....	3
71	5	.....	53	602	.....	1	.....	.....	.....	.....	.....	6
4,684	763	144	1,115	29,129	.....	.....	.....	72	.....	.....	.....	.....

Service," 16 "shifting cars," 41 carpenters, 8 masons, 57 painters, 39 plumbers, 17 tinmiths and 17 "shopmen." ¹⁷ In freight and mail service. ¹⁸ Stable watchman. ¹⁹ Includes all in "Stable and Trucking Dept." except 1 watchman. ²⁰ In "Freight and Mail Dept.": 17 "general-office" employees, 19 "supts. and clerks," 110 laborers and 50 stevedores. ²¹ 254 in "Freight and Mail" and 36 in "Stable and Trucking" depts. ²² All engine-room-operation and maintenance employees. ²³ Included with engineers. ²⁴ Boiler-room-operation-and-maintenance employees. ²⁵ Included with firemen. ²⁶ 486 road and trackmen, 15 tube cleaners, 20 channel-rail men, 4 engineers, 35 "other engineering employees," 3 bricklayers, 29 emergency-wagon men. ²⁷ Includes 74 misc. employees and 126 clerks and stenographers. ²⁸ 16 road and trackmen, 8 tube cleaners, 9 channel-rail men and 8 emergency-wagon men. ²⁹ 2 clerks and 4 plowmen. ³⁰ See note 27 to first double-page of this table. ³¹ 448 road and track men, 11 tube cleaners and 8 channel-rail men. ³² Watchmen. ³³ 4 track foremen, 86 road and trackmen and 1 roadmaster. ³⁴ "Misc. laborers." ³⁵ Includes 1 "engineer maintenance-of-way." ³⁶ This group of employees is classed with the lighting dept. ³⁷ Includes 2 foremen. ³⁸ Includes 3 motormen of freight-switching locomotives. ³⁹ One agent, 11 clerks and 41 (estimated) laborers in freight-switching service. ⁴⁰ Number working on "last day of year." Company subsequently reported 236 conductors and 218 motormen, evidently the number on last payroll of year. One "instructor" is included under Motormen.

TABLE XII. Employees and wages: (A) Number of officers

	Power — <i>Concluded</i>			
	Electricians	Linemen	Other power-plant employees ¹	Total
OPERATING STREET RAILWAYS				
Interborough Rapid Transit.....	7	59	356	857
Hudson and Manhattan.....	1	.....	35	152
Total.....	8	59	391	1,009
BROOKLYN RAPID TRANSIT				
Elevated.....	.....	.....	.....	.....
Surface.....	16 66	17 125	18 337	878
General.....	.....	.....	.....	.....
Total.....	66	125	337	878
MANHATTAN AND BRONX SURFACE				
New York Railways.....	21 7	22 4	23	124
Second Avenue Receiver.....	.....	.....	.....	.....
Brooklyn & North River.....	.....	.....	.....	.....
Third Avenue system ²⁴	21 1	.....	10	48
Less Yonkers Railroad.....	.....	.....	1	7
Total.....	8	4	32	165
QUEENS SURFACE (EXCL. B. R. T.)				
New York & Queens County.....	5	29 14	.....	27
Long Island Electric.....	.....	23 3	.....	5
New York & Long Island.....	.....	3	1	14
Ocean Electric.....	1	4	.....	8
New York & North Shore.....	.....	.....	1	9
Manhattan & Queens.....	.....	2	.....	2
Total.....	6	26	2	65
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.	2	4	(29)	6
Staten Island Midland.....	2	2	.....	9
Southfield Beach.....	1	.....	.....	1
Total — Richmond.....	5	6	.....	16
Manhattan Bridge 3-Cent Line.....	.....	17 2	.....	2
Bush Terminal.....	.....	.....	.....	.....
Van Brunt St. & Erie Basin.....	.....	.....	.....	2
Marine.....	.....	.....	.....	.....
Total — Misc. Brooklyn.....	.....	2	.....	4
Total.....	5	8	.....	20
Grand total.....	93	222	762	2,137

¹ Specified in footnotes if occupation is known to this Commission. ² Numbers returned as helpers are indicated in footnotes. ³ Includes 33 helpers. ⁴ Includes 193 helpers. ⁵ "Electricians and electrical helpers." ⁶ Includes helpers. ⁷ 26 superannuated, and 66 "recreation-room," "employees-store" and misc. ⁸ "Armature winder." ⁹ 5 "clerks and foremen," 1 watchman, 15 "shop repairmen," 69 "shop helpers," 12 inspectors, 40 inspector's helpers and 22 storehouse employees. ¹⁰ 44 "drilling cars" and 13 "other car-service employees." ¹¹ 24 motor repairmen and 16 wiremen. ¹² 10 "general-office," 26 "asst. supts. and clerks," 177 car repairmen, 21 "shop helpers and laborers," 13 car inspectors, 6 watchmen, 144 N. Y. Municipal Ry. employees in 39th St. shop and 31 in 38th St. storeroom. ¹³ 16 "shifting cars" and 24 "other car-service" employees. ¹⁴ 70 electricians and 15 wiremen. ¹⁵ 33 "general-office," 14 "asst. supts. and clerks," 22 car repairmen, 14 "shop helpers and laborers," 6 watchmen, 8 masons, 39 plumbers and 17 shopmen. ¹⁶ 39 "electrical" and 27 "electric-lighting." ¹⁷ 6 inspectors of electric line, 12 in overhead-feeder gang, 16 in pole gang, 27 in trolley-wire gang, 23 in conduit-and-cable gang, 4 telegraph-and-signal employees, 13 third-rail men, and 24 in emergency crews. ¹⁸ 54 "general-office" employees, 50 "supt. and clerks," 74 "general maintenance," 21 "Testing Bureau," 10 "chief oper. [sic] and misc." 94 sub-station construction, 5 "construction," 20 "shop," 3 "storeroom" and 6 "misc." ¹⁹ 281 "depot-shop" and 20 "sub station-construction" employees, not separated as between elevated and surface divisions. ²⁰ 95 "Relief Dept. and pensions," 33 "Commissary Dept." 6 "Brighton Beach Hotel," 8 "Medical Inspection Bureau" and 5 "Bureau of Public Safety." ²¹ Includes helpers, number not specified. ²² Includes "feedmen," number not specified. ²³ Includes 9 clerks and stenographers.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 319

and employees, by occupations, at close of fiscal year, 1916 — Conclude 1

CAR HOUSES AND SHOPS											Persons not included in occupational distribution	Grand total, officers and employees
Car-cleaners and oilers and lam, trimmers	Car-house men	Other car-house employees ¹	Carpenters and helpers ²	Blacksmiths and helpers ²	Machinists and helpers ²	Electrical helpers	Tinners	Painters	Other shop employees ¹	Total		
242 40	215	56	287 2	46 4	498 8	309 1	4	120 12	460 164	2,239 235	92	13,060 1,283
282	215	56	289	50	506	310	4	132	630	2,474	92	14,343
89 98	32	57 40	204 200	56 41	214 50	140 85	19 63	106 104	428 153 301	1,213 866 301	147	4,124 7,744 2,286
187	32	97	404	97	264	125	82	210	882	2,390	147	14,154
84 (31)	186 48	57 (30)	97 12	27	90	92	1	40 8	96	770 68	157	5,465 470 104
103 7	48	111 8	55 1	13	32	88	1	30	83	564 16		4,175 298
180	282	160	163	40	122	180	2	78	179	1,386	157	9,916
21 3 5 1 2 4	13 3 6 2 6	19 1 6 2 3	10 1 1 2 2	6 1 1 2 1	10 1 1 2 3	6 1 1 2 3		11 7 7 1 2	41 7 7 6 2 1	121 15 20 16 8 22		742 131 185 104 75 137
36	9	21	25	15	13	5		14	64	202		1,318
7 6 13 3	16 13 29	4 4 4	4 2 6	2 3 6	3 3 6	2 1 3		2 1 3	2 2 2	38 33 71 5		305 289 36 547 51 69 31 9 160
16	29	5	6	5	6	3		3	4	77		747
701	567	339	887	207	911	623	88	437	1,759	6,519	396	40,478

raphers. ²⁴ Includes 23 car shifters. ²⁵ Includes 14 helpers. ²⁶ Includes 11 helpers.
²⁷ Includes 35 helpers. ²⁸ Includes 43 clerks and stenographers reported under "car houses and shops," and 1 plumber. ²⁹ 100 "buildings and maintenance", apparently referring to office buildings, and 57 superannuated employees. ³⁰ Exclusive of 11 officers jointly employed with Interborough. ³¹ Not reported separately. Included here under "car-house" men. ³² Car cleaners, car oilers, car-house men and other car-house employees; not reported separately. ³³ Includes 1 pattern-maker. ³⁴ See note 27 to first double page of this table. ³⁵ Electrical engineer.
³⁶ Includes 4 helpers. ³⁷ Includes 6 helpers. ³⁸ Includes 7 helpers. ³⁹ Includes 2 line foremen. ⁴⁰ Includes 2 helpers. ⁴¹ Includes 1 shop foreman. ⁴² The totals to which this index is attached are as reported by these 3 companies. In combining, 56 should be deducted on account of joint officers and employees. ⁴³ Includes 1 "line and track foreman." ⁴⁴ Includes 2 shop foremen. ⁴⁵ A helper. ⁴⁶ Includes 1 supt. of equipment, jointly employed with the L. I. Electric, and 2 shop foremen. ⁴⁷ Includes 1 helper. ⁴⁸ "Linemen and helpers", reported under "Transportation." ⁴⁹ Includes 1 electrician. ⁵⁰ This group of employees is classed with the lighting department. ⁵¹ Returned as "pitmen," evidently car-house men. ⁵² Includes 1 storekeeper. ⁵³ As reported by the companies. In arriving at totals for the various companies combined, 43 is deducted on account of joint officers and employees. Apparently there is a considerable amount of duplication not so allowed for and due to joint employment, the amount not being evident from the returns of the companies. ⁵⁴ "Foreman and assistant." ⁵⁵ Excludes 12 directors incorrectly reported by company under "Other officers." ⁵⁶ Exclusive of 110 members of general-office staff of Bush Terminal Co., incorrectly reported by the railway.

TABLE XII. Employees and wages: (B) Average number during the year, total time worked, total compensation and average compensation per unit of time, by occupational groups, for selected companies, 1916

TABLE XII. Employees and wages: (B) Average number during the year, total time worked, total compensation and average compensation per unit of time, occupational groups, for selected companies, 1916—Continued

Operating Street Railways	CLERKS AND BOOKKEEPERS—Men				CLERKS AND BOOKKEEPERS—Women				STENOGRAPHERS AND TYPISTS—Men			
	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time
Interborough Rapid Transit.....	276	2,230m	\$998,407 94	\$98 85	9	102m	\$7,128 47	\$90 90	46	860m	\$39,375 56	\$96 07
Hudson & Manhattan.....	22	260m	19,981 55	73 53	3	264m	1,464 00	57 41	2	24m	2,112 00	88 00
Brooklyn Rapid Transit.....	696	4,064 d	13,078 00	\$ 20	64	1,140m	41,870 57	36 59	80	—	96,867 69	—
Elevated.....	48	640m	50,911 00	94 26	—	—	—	—	3	24m	1,039 96	66 23
Surface.....	28	81,703 h	25,371 78	31	—	—	—	—	5	17,160 h	3,664 96	21
General.....	230	3,700m	306,798 37	111 16	1	12m	945 06	79 42	12	144m	8,336 37	57 91
	23	94,289 h	23,941 89	24	—	—	—	—	9	32,340 h	7,161 44	23
	301	3,612m	301,094 76	83 53	80	1,116m	40,485 67	36 23	8	72m	4,445 16	61 74
	1 66	303,971 h	66,341 10	26	—	—	—	—	3	6,760 h	1,612 00	24
Manhattan and Bronx Surface.....	265	—	260,148 71	—	30	—	17,131 19	—	31	—	23,807 69	—
New York Railways.....	110	1,312m	108,533 66	92 76	19	124m	5,407 17	49 61	19	237m	21,380 96	94 19
Second Avenue, Receiver.....	13	789w	12,513 75	16 49	—	—	—	—	1	58 w	746 67	14 09
Brooklyn & North River.....	1	12m	600 00	50 00	—	—	—	—	—	—	—	—
Third Avenue system.....	96	23,684 d	96,451 37	\$ 91	23	7,006 d	11,724 02	1 67	1	12m	1,080 00	90 00
Queens Surface (in part).....	1 27	261 5-12m	16,071 80	57 07	13	145 1-9m	8,788 81	53 23	3	24m	2,100 00	87 50
Total.....	1,356	—	\$1,339,526 72	—	150	—	\$75,788 14	—	110	—	\$93,660 07	—

"
of employees of Div. A. Figures for time
& Queens alone since they are reasonably
5/12 months.
as 34 1/9 months.

TABLE XII. Employees and wages: (B) Average number during the year, total time worked, total compensation and average compensation per unit of time, by occupational groups, for selected companies, 1916 — Continued

Operating Street Railways	STREETCARMEN AND TRAMMEN — WOMEN				OTHER OFFICE STAFF				JANITORS, OFFICE WATCHMEN, MESSENGERS, ETC.			
	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time
Interborough Rapid Transit	33	386m	\$28,402 19	\$73 88	2463	5,217m	\$508,014 60	\$114 05	N. S.	N. S.	N. S.	—
Hudson & Manhattan	6	724m	3,806 00	51 77	—	—	—	—	12	1394m	\$6,901 80	\$40 40
BROOKLYN RAPID TRANSIT	24	—	24,812 66	—	79	—	\$1,650 58	—	49	688m	\$6,500 87	45 07
Elevated.	1	12m	929 14	77 43	22	6,700 h	3,030 06	30	—	—	—	—
Surface.	1	3,640 h	728 00	20	—	—	—	—	—	—	—	—
General.	26	73m	4,416 86	61 35	127	79,037 h	22,382 57	39	—	—	—	—
MANHATTAN AND BRONX SUBWAY	18	312m	18,138 66	58 14	43	516m	36,247 03	70 25	40	698m	26,503 87	45 07
New York Railways.	6	—	15,868 31	—	11	8,438 d	6,306 21	1 86	169	—	101,945 62	—
Second Avenue, Receiver.	1	76m	6,424 91	85 67	—	—	—	—	103	37,046 d	76,648 10	2 04
Third Avenue system.	11	53 w	876 40	16 54	—	—	—	—	20	230m	7,729 55	33 61
Queens Subways (see part).	23	3,603 d	8,567 00	2 32	11	3,423 d	6,396 91	1 86	1	53 w	660 00	10 87
Total.	93	38 m	2,965 72	76 87	24	268m	32,692 28	136 72	1	12m	820 33	51 69
			\$76,273 88	—	570	—	\$606,754 44	—	5	1,823 d	\$1,868 85	1 68
									10320	—	\$137,827 57	—

1 Returned as "messengers and others."

2 "Engineering Dept." Apparently its technical staff.

3 In "Power Station and E. L. Dept.", 22 charged to General expenses and 1 to Freight.

4 6 paymasters, \$8,422.34; 36 in "Transfer Printing Dept.", \$27,803.17; and 1 employee charged to "B. R. T. Monthly," \$221.52.

5 Janitors, telephone operators, etc.

1 and watchmen under Transportation.

2 as ———, the company almost

3 not

4 A

5 which no number of

borough.

OPERATING STREET RAILWAYS	INSTRUCTORS				TRAIN CLERKS AND DISPATCHERS, STATIONS, DEPOT MASTERS, REGISTER TAKERS				TICKET AGENTS			
	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time
Interborough Rapid Transit.	16	2,515 d	\$6,294 77	\$2 50	146	54,086 d	\$104,078 89	\$2 84	894	232,817 d	\$729,824 43	\$3 26
Hudson & Manhattan	12	3,855 9-10 d	10,533 50	2 73	23	8,808 d	28,498 50	3 20	66	21,985 d	49,125 30	2 23
	23	10,112 9-10 d	23,229 60	2 30								
BROOKLYN RAYD TRAMWAY	169	187,577 88	187,577 88	—	125	777,808 h	217,184 85	28	696	—	369,155 90	—
Elevated.	31	108,089 h	26,357 84	34	45	210,370 b	61,588 91	29	648	2,011,818 h	327,244 58	16
Surface.	128	538,801 h	150,352 35	28	140	566,023 h	155,547 44	27	—	—	—	—
General.	4	19,470 h	6,047 67	34	—	—	—	—	—	—	—	—
	4	48m	4,020 12	88 75	—	—	—	—	27	444 m	32,910 72	74 12
MALIBATAN AND BRONX SUBWAYS	162	48,463 d	185,854 67	3 18	812	—	298,887 49	—	29	14,555 d	40,385 12	2 81
New York Railways.	75	27,019 d	86,802 91	3 21	1117	90m	14,959 92	165 53	23	12,198 d	34,949 58	2 87
Second Avenue, Reiver.	10	3,499 d	11,020 00	3 22	7	42,130 d	120,212 95	2 85	—	—	—	—
Brooklyn & North River	3	1,156 d	3,854 30	3 33	5	2,999 d	8,411 60	3 12	3	1,170 d	3,143 25	2 69
Third Avenue system.	74	26,784 d	81,677 47	3 08	75	1,539 d	4,285 57	2 78	3	987 d	2,272 29	2 30
Queens Subways (IN PART)	42	24m	4,500 00	187 50	—	27,351 d	78,517 45	2 87	—	—	—	—
	47	17,448 d	47,990 56	2 75	18	24m	2,236 45	98 19	2	787 d	1,009 90	2 31
Total.	491	—	\$463,890 42	—	586	—	\$658,222 14	—	1,696	—	\$1,181,180 06	—

Includes 23 secret-service men in "Operating Dept.", 106,655 h, \$26,108.41, and

17: 26 registers taken, 100,015 h, \$25,-
18: and 1 freight depot master, 4 320 h,

' collections and money collectors."

1,447.77, and 5 "terminal men," 1,963 d,

\$5,157.40.

" Receivers, evidently of conductors' collections.

" Superintendents. The one reported by the N. Y. & L. I. is assumed to be jointly employed by the L. I. Electric.

Inspectors of uniforms.
all estimated under " Car houses and

0 d, \$10,945 70;
2 yard masters,

rating Dept."
\$2,403.22; and

b, \$1,654.21, 7
12,681.60.

rating Dept.,
\$284.01. Also

TABLE XII. Employees and wages: (B) Average number during the year, total time worked, total compensation and average compensation per unit of time, by occupational groups, for selected companies, 1916 — Continued

OPERATING STREET RAILWAYS	GATEMEN, PLATFORM MEN AND TRANSFER AGENTS				CONDUCTORS AND GUARDS				MOTORMEN			
	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time
Interborough Rapid Transit.....	1,150	332,003 d	\$645,181 13	\$1 94	3,352	1,073,581 d	\$2,450,951 66	\$2 28	1,657	225,116 d	\$832,798 64	\$3 70
Hudson & Manhattan.....	93	29,726½ d	60,267 35	2 03	2,298	97,108½ d	222,802 70	2 29	80	29,120½ d	109,531 85	3 76
BROOKLYN RAPID TRANSIT.....	97	452,320 h	101,692 41	22	3,582	10,672,589 h	\$3,671,337 12	26	2,809	8,685,792	\$3,416,994 25	28
Elevated.....	240	179,059 h	37,120 38	21	1,242	1,085,871 h	261,234 73	24	353	1,175,284 h	414,260 19	35
Surface.....	657	273,261 h	64,570 03	24	2,878	2,276,433 h	491,094 45	22	2,394	7,310,896 h	1,948,355 77	27
General.....					2,462	7,310,285 h	1,919,007 94	26	762	199,617 h	54,378 29	27
MANHATTAN AND BRONX SURFACE.....					3,008		\$3,683,478 95		3,008		\$3,808,388 07	
New York Railways.....					1,563	508,418 d	1,296,352 41	2 55	1,541	502,818 d	1,388,928 00	2 76
Second Avenue, Receiver.....					158	420,403 h	111,679 11	27	153	420,407 h	118,890 75	28
Brooklyn & North River.....					42	13,866 d	33,918 33	2 45	11	53w	1,309 95	24 72
Third Avenue system.....					1,246	4,543,497 h	1,181,529 10	26	42	13,839 d	35,233 89	2 55
QUEENS SURFACE (IN PART).....	2	568 d	1,409 98	2 48	315	942,869 h	222,491 27	24	1,266	4,621,606 h	1,264,025 48	27
Total.....	1,342		\$808,548 87		19,556		\$8,191,061 70		6,858		\$6,402,454 79	

* Includes 1 or more instructors.

* Includes 16 elevator conductors, 5,828 1/5 d, \$12,355.20.

* Gatemen and platform men.

* Conductors.

* Guards; reported as "brakemen."

* Transfer agents and clerks.

* In freight service.

Operating Street Railways	Switchmen, Placers and Yardmen			Road and Trackmen, Ties Cleaners and Channel-Rail Men			Drivers and Stablemen, Chauffeurs and Garagemen					
	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time
Interborough Rapid Transit. Hudson & Manhattan.	400 1 50	144,594 d 24,072 1/2 d	2331,312 00 62,375 75	2 113 2 59	2,113 2 146	638,050 d 47,698 1/2 d	\$1,530,433 53 134,907 75	23 47 2 53				
BROOKLYN RAPID TRANSIT.	106	373,013 h	138,896 00	377	1,325	4,044,378 h	839,878 09	21				
Elmhurst	173	279,286 h	125,950 00	43	207	726,760 h	184,392 37	25	41	140,061 h	830,375 30	20 23
Surfers	30	98,735 h	12,944 75	14	1,118	3,317,012 h	654,585 03	20				
General									41	140,061 h	30,373 30	23
MANHATTAN AND BROAD STREETS.	159	55,388 d	115,087 60	2 08	1,070	—	810,455 51	—	159	53,835 d	110,187 18	2 03
New York Railways.	79	27,634 d	57,280 53	2 07	541	43m 184,178 d	9,461 00 395,466 05	214 47 2 15	127	43,796 d	92,910 04	2 12
Second Avenue, Receiver.	15	4,823 d	9,543 20	1 00	35	10,498 d	25,412 88	2 23	8	1,471 d	2,905 00	1 96
Brooklyn & North River.	17	2,498 d	5,359 80	2 15	18	28,578 h	7,144 61	25				
Third Avenue system.	58	20,804 d	40,394 94	1 90	463	174,782 d	374,748 97	2 14	21	7,563 d	14,341 54	1 90
Queens Streets (in part).	7	27,697 h	4,155 07	1 50	5	50m 489,029 h	5,179 48 89,680 71	108 59 18	7	366 d	1,307 14 5,420 10	2 57 23
Total.	834	—	\$700,267 68	—	4,825	—	\$3,460,991 96	—	201	—	\$147,156 72	—

135 switchmen, 11,580 1/5 d, \$30,568.20; and 24 towermen, 12,512 1/2 d, \$31,807.45.

"Engineering Dept.," 134,985 h, \$28,323.80; 16 employed in cleaning and he year of 70 4,020.64.

are, 22,217 d,
: 35 channel-
engaged in the
were, 14,733 d,

number of men was returned.
897 trackmen, 2,567,840 h, \$472,444.63; 74 foremen of track and buildings, 243,416 h, \$77,643.37; 18 bonders, 58,794 h, \$12,672.00, 44 mles. laborers in

TABLE XII. Employees and wages: (B) Average number during the year, total time worked, total compensation and average compensation per unit of time, by occupational groups, for selected companies, 1916 — Continued

Operating Street Railways	STATION PORTERS, WATCHMEN, FREIGHT LABORERS AND TRANSPORTATION EMPLOYEES NOT CLASSIFIED SPECIALLY				EXCHANGERS (L. R., EXCHANGERS)				FIREMEN			
	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time
Interborough Rapid Transit.....	348	109,426 d	\$197,047 80	81 80	29	10,343 d	\$43,216 25	94 18	194	26,809 d	\$63,263 43	88 31
Hudson & Manhattan.....	178	26,453 1/4 d	47,768 05	1 80	5	20,785 h	10,679 90	51 51	25	66,783 h	23,839 45	84 84
BROOKLYN RAPID TRANSIT.....	628	2,116,000 A	409,566 96	19	108	397,830 A	89,449 00	97	229	664,748 A	188,679 06	88
Elkayd.....	118	465,696 h	62,584 75	14	14	89,635 h	31,160 31	24	(9)	(9)	(9)	(9)
Surface.....	431	1,140,324 h	239,054 23	21	24	238,192 h	68,288 69	29	223	664,742 h	188,679 05	88
General.....	142	518,810 h	107,716 98	21	78	238,192 h	68,288 69	29	223	664,742 h	188,679 05	88
MANHATTAN AND BRONX SURFACE.....	304	118,888 d	\$63,046 84	8 18	17	137m	22,893 04	117 80	10	8,681 d	7,718 81	8 18
New York Railways.....	1023	68,511 d	129,903 81	8 17	11	137m	16,110 59	117 80	10	8,681 d	7,718 81	8 18
Second Avenue, Receiver.....	2	567 d	1,584 17	2 79								
Brooklyn & North River.....	2	702 d	1,216 70	1 73								
Third Avenue system.....	276	28,108 d	56,263 10	2 80	6	2,184 d	6,323 46	2 88				
QUINCE SURFACE (IN PART).....					3	1,068 d	3,096 03	2 82	2	1,068 d	3,105 81	2 80
Total.....	1,208		\$807,227 66		180		\$170,436 81		344		\$285,764 80	

1 " Strike operators "

245

phone

\$7,003.

See

4 " A

Bridge

5 tele-

11/12 d.

307.45.

425.57;

0.412 h.

em. and

with Trans-

\$57,159.29;

em. 7,833 d.

TABLE XII. Employees and wages: (B) Average number during the year, total time worked, total compensation and average compensation per unit of time, by occupational groups, for selected companies, 1916 — Continued

Operating Street Railways	CARS, WIPERS, COIL-PANERS, WATER-TENDERS, ASHMEN AND BOILER-CLEANERS				DYNAMO AND SWITCHBOARD MEN, ELECTRICIANS AND LIGHTMEN				POWER-PLANT EMPLOYEES NOT ELSEWHERE SPECIFIED			
	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time
Interborough Rapid Transit.....	312	76,466 d	\$151,577 51	\$3 11	163	56,216 d	\$125,656 89	\$3 39	374	133,634 d	\$324,761 66	\$3 43
Hudson & Manhattan	83	159,204 h	\$3,700 63	24	37	81,459 h	\$3,837 59	33	45	130,558 h	\$5,843 32	\$7 37
BROOKLYN RAYD TRANSIT.....	135	115,800 h	\$3,471 45	19	187	610,397 h	\$16,825 44	37	225	693,399 h	\$28,308 44	\$9 30
Elevated	135	115,800 h	\$3,471 45	19	187	610,397 h	\$16,825 44	37	225	693,399 h	\$28,308 44	\$9 30
General	135	115,800 h	\$3,471 45	19	187	610,397 h	\$16,825 44	37	225	693,399 h	\$28,308 44	\$9 30
MANHATTAN AND BROOKLYN SURFACES ..	21	14,111 d	\$2,334 14	3 04	134	37,754 d	\$9,710 06	2 61	89	18,566 d	\$2,583 89	2 09
New York Railways	85	8,916 d	\$1,436 83	1 66	110	3,077 d	\$1,136 08	2 64	41	14,941 d	\$2,660 59	2 47
Second Avenue, Receiver	10	6,195 d	\$1,357 30	2 19	1	12m	\$2,800 00	237 50	11	4,015 d	\$6,893 30	2 71
Third Avenue system.....	10	6,195 d	\$1,357 30	2 19	1	12m	\$2,800 00	237 50	11	4,015 d	\$6,893 30	2 71
QUEENS SURFACES (IN PART).....	3	1,217 d	\$1,900 00	1 61	4	48m	\$4,815 20	96 15	3	374 d	\$55 04	1 51
Total.....	1,384	—	\$256,834 40	—	549	—	\$489,121 54	—	897	—	\$520,745 35	—

1 "Coal-handlers" only. Other occupations are included under Engineers or under Firemen.

24 in substation construction, 6 in "construction," and 10 "chief oper. [sic] and misc."

* Includes 28 "emergency-wagon men," 10,237 d, \$28,199.03.

* Includes 13 clerks and stenographers (sex not specified) having to do with Power, 4,031 d, \$11,884.33.

* Emergency-wagon men.

* Electrical engineer, time worked not reported, but assumed to be 12 months.

* For B. R. T. employees, see note 1.

TABLE XII. Employees and wages: (B) Average number during the year, total time worked, total compensation and average compensation per unit of time, by occupational groups, for selected companies, 1916 — Continued

Operating Street Railways	CAR CLEANERS, CAR GUARDS, LAMP TUNERS, "CAR-BOUNDS," MEN AND OTHER CAR-SERVICE EMPLOYEES				CARPENTERS AND HELPERS ¹				BLACKSMITHS AND HELPERS ¹			
	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time
Interborough Rapid Transit.....	400	163,403 d	\$340,417 20	\$2 08	214 { ± 20	61,249 d 8,789 d	\$173,780 49 13,994 05	\$2 84 \$ 15	68	16,400 d	\$38,684 08	\$2 41
Hudson & Manhattan.....	± 49	14,666 h d	33,223 05	2 27	2	631 h d	2,011 95	3 24	2 ± 2	579 h d 609 h d	1,054 25 1,378 90	2 27 2 54
BROOKLYN RAILWAY TRAMWAY.....	345	1,430,875 h	287,804 24	20	364	1,049,673 h	271,835 08	26	180	598,993 h	26,168 25	25
Elmhurst.....	± 154	626,366 h	118,113 54	19	163	694,040 h	134,033 10	26	71	210,613 h	53,540 70	25
Surfers.....	± 192	833,430 h	166,790 70	20	201	576,632 h	147,008 80	26	53	172,519 h	41,538 32	24
General.....									1	2,944 h	1,066 80	26
MANHATTAN AND BRONX RAILWAYS.....	677	247,743 d	408,240 25	2 05	189	66,235 d	149,408 40	2 70	26	19,009 d	28,463 57	2 20
New York Railways.....	341	133,341 d	280,801 01	2 11	70 { ± 15	27,387 d 4,973 d	74,338 28 10,095 23	2 72 2 02	15 ± 11	4,994 d 3,812 d	13,863 67 7,225 03	2 78 2 00
Second Avenue, Receiver.....	68	16,755 d	25,111 26	2 10	13	3,522 d	10,734 74	2 80				
Third Avenue System.....	200	87,045 d	195,457 90	1 97	49 { ± 4	17,718 d 1,372 d	51,247 93 2,845 13	2 90 2 05	7 ± 5	2,823 d 1,730 d	7,571 18 3,994 49	2 32 2 27
Queens RAILWAYS (IN PART).....	99	209,105 h	37,945 28	18	19 { ± 3	58,303 h ± 10,085 h	16,894 12 1,903 80	28 19	4 ± 3	17,714 h 23,085 h	5,164 92 4,730 84	28 21
Total.....	1,630		\$1,207,355 92		790		\$634,721 44		247		\$180,453 48	

¹ Numbers of helpers, so far as reported, are indicated in footnotes.

53 car cleaners, 10,710 d.
wks and foremen, 1,530 d.

1, 30,647 h, \$5,328.22; 42
and 10 "other car-service

Operating Street Railways	Maintenance and Repairs				Electrical Helpers (L. B., or Boy)				Tinsmiths, Painters, Brass Molders, Masons and Plumbers			
	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time
Interborough Rapid Transit.....	{ 370 308 8	53,713 d 39,635 d 2,883 d	\$311,561 90 137,576 01 9,758 75	23 56 2 14 3 38	{ 348 11 1	100,823 d 494 d 1	\$251,245 06 1,446 86 1	23 49 3 35 1	{ 106 9 1	27,503 d 2,423 d 1	\$71,741 67 7,718 45 1	23 40 3 17 1
Brooklyn Rapid Transit.....	307	394,923 h	148,524 30	37	180	396,173 h	90,436 99	23	331	339,370 h	237,615 86	34
Elmhurst.....	169	456,377 h	115,490 23	25	147	189,344 h	35,365 57	23	130	377,904 h	80,321 56	34
Port Jervis.....	40	135,546 h	32,734 86	26	73	135,633 h	55,037 32	41	106	541,306 h	137,663 70	26
General.....												
Manhattan and Bronx Surface.....	108	41,745 d	107,008 62	2 33	187	67,315 d	154,813 65	2 30	60	39,416 d	71,393 47	2 43
New York Railways.....	{ 52 42	17,166 d 15,184 d	44,182 08 39,235 06	2 69 1 94	104	37,383 d	31,224 22	2 13	46	13,131 d	23,442 70	2 33
Second Avenue, Receiver.....												
Third Avenue system.....	{ 26 19	9,206 d 3,376 d	34,404 54 6,901 02	2 66 2 12	33	30,213 d	78,886 30	2 44	23	12,161 d	27,673 59	2 26
Queens Surface (in part).....	{ 3 2	15,206 h 6,920 h	4,859 99 1,504 25	33 22					10	29,304 h	6,865 29	23
Total.....	839		\$938,879 91		664		\$497,960 31		641		\$395,324 24	

Numbers of helpers, so far as reported, are indicated in footnotes.

1 Numbers of helpers, 167,029 h, \$38,078.60; 93 painters, 258,592 h, \$64,860.99
 2 22 tinsmiths, 22,077 h, \$5,759.53; and 33 plumbers, 123,608 h, \$28,994.53.
 3 Includes 3 bricklayers, 653 d, \$3,878.99.
 4 Painters.
 5 32 painters, 11,797 d, \$38,977, and 1 tinsmith, 364 d, \$996.32.
 6 A return of 12m is entered as 2,503 h.

\$13,545.55.
 100,483 h, \$21,837.12, and 17 wiremen, 61,061 h,
 63,410 h, \$15,425.24, and 114 painters, 314,554 h, \$74,496.32.
 " 92,820 h, \$43,776.92, and 16 wiremen, 43,290 h, \$11,260.40.

TABLE XII. Employees and wages: (B) Average number during the year, total time worked, total compensation and average compensation per unit of time, by occupational groups, for selected companies, 1916 — Concluded

Operating Street Railways	Street Employees not Engaged in Streetcar				Unclassified Personnel Items				Grand Total		
	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked	Total compensation	Average compensation per unit of time	Average number	Total time worked (reduced to days)	Total compensation
Interborough Rapid Transit.....	828	136,004 d	\$871,276 18	\$2 03	184	26,434 d	\$33,908 49	\$2 11	13,111	4,117,859	\$10,542,856 90
Hudson & Manhattan.....	* 100	20,003 d	71,424 85	3 20	164	109,933 h	163,613 78	1 30	1,305	424,984	* 1,131,398 14
BROOKLYN RAILWAY TRANSPORT.....	767	8,339,063 h	645,753 91	23	N. R.	* 121,486 h	23,571 07	24	* 14,023	4,760,006	11,378,023 28
Elevated.....	* 377	1,139,180 h	271,004 78	24	N. R.	* 71,446 h	23,011 14	25	8,928	1,307,080	2,910,220 88
Surface.....	778	212,701 h	50,047 93	24	N. R.	N. R.	113,031 57	25	* 7,818	2,686,760	8,198,491 19
Grand.....	* 309	978,114 h	222,211 20	23	* 154	31,004 d	88,022 19	2 43	2,277	768,760	2,169,371 16
MANHATTAN AND BRONX STREETCAR.....	197	71,191 d	189,446 30	2 54	97	387 h	89,818 86	9 18	10,648	3,760,085	9,708,964 25
New York Railways.....	* 100	35,406 d	81,197 33	2 26	* 96	12m	1,599 98	133 33	5,865	1,955,670	5,216,798 81
Second Avenue, Rapid.....	10	4,117 d	8,431 07	2 05	* 1	12m	1,599 98	133 33	504	158,723	403,507 37
Brooklyn & North River.....	37	21,008 d	60,666 06	2 20	* 1	12m	1,599 98	133 33	108	35,163	88,839 74
Third Avenue system.....	45	181,363 h	87,174 83	23	* 1	12m	1,599 98	133 33	4,170	1,010,620	3,903,318 43
Queens Streetcar (in part).....	* 6	1,083 d	6,391 22	306					1,174	407,254	904,168 83
Total.....	1,637	—	\$1,191,016 35	—	337	—	\$307,038 22	—	40,353	13,460,890	\$33,559,160 35

* 12 unrepresented employees, no time returned, total compensation, \$1,615.91:

* 286 "employees in depot shops" (not further classified). 907,496 h, \$206,-

TABULATIONS FROM RETURNS OF STREET RAILWAYS 331

TABLE XII. Employees and wages: (C) Distribution of total compensation for the fiscal year, 1916

OPERATING STREET RAILWAYS	DISTRIBUTION BY CLASSES OF EMPLOYEES			
	Officers	General-office employees	Other employees	Total
Interborough Rapid Transit.....	\$199,361 70	\$966,331 27	\$9,376,863 93	\$10,542,556 90
Hudson & Manhattan.....	71,612 82	34,134 45	1,365,382 31	¹ 1,471,129 58
Total.....	\$270,974 52	\$1,000,465 72	\$10,742,246 24	\$12,013,686 48
Brooklyn Rapid Transit.....	² \$256,183 89	² \$1,195,262 62	² \$9,693,749 66	² \$11,145,196 17
MANHATTAN AND BRONX SURFACE				
New York Railways.....	\$148,518 13	\$374,736 29	\$4,693,544 39	\$5,216,798 81
Second Avenue, Receiver.....	21,310 00	14,696 82	367,500 45	403,507 27
Brooklyn & North River.....	2,100 00	600 00	86,139 74	88,839 74
Third Avenue system.....	206,104 95	⁴ 186,778 83	3,600,934 65	3,993,818 43
Less Yonkers.....	30,849 28	8,521 71	367,384 24	396,555 23
Total.....	\$357,183 10	\$568,490 23	\$8,480,734 99	\$9,406,408 32
QUEENS SURFACE (EXCL. B. R. T.)				
New York & Queens County.....	\$16,431 09	\$55,247 16	\$592,485 01	\$664,163 26
Long Island Electric.....	3,822 22	4,473 23	89,093 23	97,388 68
New York & Long Island.....	5,014 52	6,407 40	131,192 97	142,614 89
Ocean Electric.....	601 38	125 00	48,310 85	49,037 23
New York & North Shore.....	12,224 92	3,475 00	49,810 04	65,509 96
Manhattan & Queens.....	10,467 30	3,730 40	101,420 95	115,618 65
Total.....	\$48,561 43	\$73,458 19	\$1,012,313 05	\$1,134,332 67
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.....	\$15,290 75	\$7,868 24	\$130,344 15	\$153,503 14
Staten Island Midland.....	13,199 56	6,402 39	136,060 76	155,662 71
Southfield Beach.....	246 64	43 47	2,232 67	2,522 78
Total — Richmond.....	28,736 95	14,314 10	268,637 58	311,688 63
Manhattan Bridge 3-Cent Line.....	3,955 00	2,540 59	45,481 23	51,976 82
Bush Terminal.....	⁵ 6,000 00	⁵ 12,000 00	53,429 07	71,429 07
Van Brunt St. & Erie Basin.....	2,775 00	463 56	18,907 98	22,146 54
Marine.....	665 00	120 00	5,515 94	6,300 94
Total — Misc. Brooklyn.....	13,395 00	15,124 15	123,354 22	151,853 37
Total.....	\$42,131 95	\$29,438 25	\$391,971 80	\$463,542 00
Grand total.....	\$975,034 89	\$2,867,115 01	\$30,321,015 74	\$34,163,165 64

¹ Includes \$308,796.06 charged to Outside operations.

² Composed of General officers, \$79,850, and Department heads and consulting engineers, \$176,333.89.

³ Figures are not returned separately for general-office employees and other employees, and have been estimated by assigning to the former group departmental labor charges to "General office" and to "Superintendents and clerks" for the 52 weeks ending June 29, 1916, together with labor charges to General expenses exclusive of the following: Relief Dept. and pensions, Commissary Dept., Brighton Beach Hotel, Medical Inspection Bureau, Bureau of Public Safety, and Coney I. Terminal amusements.

⁴ Includes \$6,396.91 charged to Printing Department.

⁵ Duties performed by officers and employees of Bush Terminal Co. under contract.

⁶ The discrepancy of \$132,887.06 between this total and the total compensation as given in Div. B exists in the two schedules returned by the B. R. T. It is probably due to the inclusion of payroll data for the B. R. T. Company in the schedule on which Div. B. is based and not in the other.

TABLE XII. Employees and wages: (C) Distribution

OPERATING STREET RAILWAYS	DISTRIBUTION		
	STREET RAILWAY		
	Maintenance of way and structures	Maintenance of equipment	Operation of electric power plant
Interborough Rapid Transit.....	\$1,099,164 36	\$1,096,403 68	* \$606,195 75
Hudson & Manhattan.....	129,244 14	67,627 22	115,379 33
Total.....	\$1,228,408 50	\$1,164,030 90	\$721,575 07
Brooklyn Rapid Transit.....	\$1,172,069 36	\$1,284,781 48	\$451,115 51
MANHATTAN AND BRONX SURFACE			
New York Railways.....	\$547,630 89	\$460,198 61	* \$110,932 98
Second Avenue, Receiver.....	37,418 70	33,113 17	
Brooklyn & North River.....			
Third Avenue system.....	11 372,468 28	316,309 97	50,753 30
Less Yonkers.....	22,029 53	5,524 38	5,323 77
Total.....	\$935,488 34	\$804,027 39	\$156,362 51
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....	\$94,009 65	\$72,428 71	\$8,009 35
Long Island Electric.....	17,690 52	10,317 57	1,895 51
New York & Long Island.....	17,520 42	11,975 31	9,661 00
Ocean Electric.....	7,098 01	5,140 07	3,159 80
New York & North Shore.....	5,055 74	6,891 30	9,328 30
Manhattan & Queens.....	6,169 55	12,250 75	
Total.....	\$147,543 89	\$119,008 71	\$32,054 56
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....	\$16,606 82	\$11,956 86	(28)
Staten Island Midland.....	20,697 23	11,013 36	\$3,661 07
Southfield Beach.....	638 19	56 28	
Total — Richmond.....	37,942 24	23,026 50	3,661 07
Manhattan Bridge 3-Cent Line.....	3,483 62	2,326 75	
Bush Terminal.....	(21)	(21)	(21)
Van Brunt St. & Erie Basin.....			
Marine.....			* 1,271 00
Total — Misc. Brooklyn.....	3,483 62	2,326 75	1,271 00
Total.....	\$41,425 86	\$25,353 25	\$4,933 07
Grand total.....	\$3,524,935 95	\$3,397,196 73	* \$1,366,039 73

¹ Includes the inconsiderable item "traffic expenses" as well as "general expenses" properly so called.

² Not separately returned. Separation estimated on ratio existing in 1912 and 1913 combined.

³ Not separately returned. Separation estimated on ratio existing in 1911-1914 combined.

⁴ Amount entered under "Fixed capital" also includes "Other accounts."

⁵ Unapplied authorizations for expenditures, \$21,131.36; Compressed air, \$9,464.72; Misc. revenue other than transportation, \$7,627.54; Tunnel Advertising Co., \$4,478.63; and miscellaneous items, \$10,283.90.

⁶ Injuries to persons and property evidently included by company under General expenses.

⁷ Suspense ledger, \$161,044.40. Accounts receivable, \$7,951.10, and Traffic expenses, \$992.32.

⁸ Includes \$31,281.45, Horse power — revenue car service.

⁹ Accounts receivable, \$142,773.62; Accounts payable, \$936, and Cost of property, \$1,530.98.

¹⁰ "Non-operating revenue deductions, Real Estate Dept."

¹¹ Includes \$3,769.38 charged to "Sand."

¹² Includes Operation printing plant, \$8,408.51.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 333

of total compensation for the fiscal year, 1916 — Concluded

BY ACCOUNTS

OPERATING EXPENSES				Fixed capital	Services for other companies and miscellaneous	Outside operations
Operation of cars	Injuries to persons and property	General expenses ¹	Total			
\$5,618,579 45 665,833 85	\$33,397 06 5,275 76	\$482,770 57 99,379 65	\$8,936,510 87 1,082,739 94	\$1,606,046 03 26,607 43	⁴ N. S. ⁵ \$52,986 15	..... \$308,796 06
\$6,284,413 30	\$38,672 82	\$582,150 22	\$10,019,250 81	\$1,632,653 46	—	\$308,796 06
\$6,907,989 87	(⁶)	\$655,333 00	\$10,471,289 22	\$503,919 13	⁷ \$169,987 82	.....
\$3,312,245 41 294,741 23 86,139 74 2,826,656 06 221,818 13	\$205,787 95 14,740 50 60,043 74 4,240 50	\$373,093 93 23,124 52 2,700 00 ¹² \$20,003 53 27,055 74	\$5,009,889 77 403,138 12 88,839 74 3,946,234 87 285,462 03	\$16,379 58 ¹³ 39,534 79 ¹⁴ 4,419 88	⁹ \$145,240 60 369 15 ¹⁴ 8,048 77 ¹⁵ 6,674 02	¹⁰ \$45,288 86
\$6,298,564 30	\$276,331 69	\$601,866 24	\$9,162,640 47	\$51,494 49	\$146,984 50	\$45,288 86
\$409,945 47 58,829 20 90,604 72 31,722 52 28,438 95 66,961 66	\$28,169 00 3,024 89 3,200 10 4,050 00 1,190 48	\$36,828 70 4,831 30 9,102 20 51 88 11,649 92 8,742 25	\$649,390 88 96,588 99 142,064 35 47,172 28 65,414 21 95,314 69	\$1,008 45 217 82 1,864 95 95 75 19,469 44	¹⁷ \$13,763 93 799 69 332 72 834 52	..............................
\$686,502 52	\$39,634 47	\$71,206 25	\$1,095,945 40	\$22,656 41	\$15,730 86	.....
\$97,022 11 98,537 07 1,538 20 197,097 38 39,239 80 52,429 07 18,907 98 4,244 94 115,881 79	\$7,839 79 178 37 8,018 16	\$16,004 40 20,065 70 290 11 36,360 21 6,626 75 18,000 00 3,238 56 785 00 28,650 31	\$149,429 98 154,152 80 2,522 78 306,105 56 51,676 92 71,429 07 22,146 54 6,300 94 151,553 47	¹⁹ \$3,637 24 1,484 44 5,121 68 287 70 287 70	²⁰ \$369 87 25 47 395 34 12 20 12 20	\$66 05 66 05
\$312,919 17	\$8,018 16	\$65,010 52	\$457,659 03	\$5,409 38	\$407 54	\$66 05
²¹ \$20,490,389 16	²² \$362,657 14	²³ \$2,065,566 23	\$31,206,784 93	²⁴ \$2,216,132 87	²⁵ \$386,096 87	\$354,150 97

¹ Includes Construction in process, \$4,766.82.

⁴ Charges against companies outside of system.

⁵ Includes Construction in process, \$1,189.59.

⁶ Services for Union Ry., \$6,648.82; Westchester Electric, \$25.20. Not properly deductible from figure above, but only from the total for the Third Avenue system.

⁷ Services rendered individuals and other companies.

¹² Power is regarded as purchased from lighting department.

¹³ "Construction in process."

¹⁴ Of which, \$339.58 consists of charges to associated companies.

¹⁵ "Work performed by Bush Terminal Co. and records kept by that company."

¹⁶ In connection with maintenance, including charging of storage-batteries.

¹⁷ See notes 2, 3 and 4.

TABLE XII. Employees and wages: (D) Normal hours per day, and days or hours

OCCUPATIONAL GROUPS, ETC.	Inter- borough Rapid Transit	Hudson & Man- hattan
General officers:		
Hours per day	N. R.	8
Days or hours per week	N. R.	6 d
Other officers:		
Hours per day	N. R.	8
Days or hours per week	N. R.	6 d
Legal and claim department employees:		
Hours per day		
Days or hours per week		
Clerks and bookkeepers — men:		
Hours per day	N. R.	8
Days or hours per week	N. R.	6 d
Clerks and bookkeepers — women:		
Hours per day	N. R.	8
Days or hours per week	N. R.	6 d
Stenographers and typists — men:		
Hours per day	N. R.	8
Days or hours per week	N. R.	6 d
Stenographers and typists — women:		
Hours per day	N. R.	8
Days or hours per week	N. R.	6 d
Other office staff:		
Hours per day		
Days or hours per week		
Janitors, office watchmen, messengers, etc.:		
Hours per day	N. R.	¹ 8
Days or hours per week	N. R.	6 d
Inspectors:		
Hours per day	10	¹ 10
Days or hours per week	7 d	6 d
Train clerks and dispatchers, starters, depot masters, register takers:		
Hours per day	10	¹ 10, 12
Days or hours per week	7 d	7 d
Ticket agents:		
Hours per day	10	12
Days or hours per week	7 d	7 d
Gatemen, platform men and transfer agents:		
Hours per day	10	12
Days or hours per week	7 d	7 d
Conductors and guards:		
Hours per day	10	10
Days or hours per week	7 d	7 d
Motormen:		
Hours per day	10	10
Days or hours per week	7 d	7 d
Switchmen, flagmen and yardmen:		
Hours per day	10	¹ 8, 10
Days or hours per week	7 d	7 d
Road and trackmen, tube cleaners and channel-rail men:		
Hours per day	10	10
Days or hours per week	6, 7 d	7 d

NOTE.— Division D is of the nature of a supplement to Division B, and therefore includes data for only the companies there listed. For composition of the various occupation groups, see footnotes to that division. The data for the office staff, if available, are entered as returned without reference to the necessity of qualification as to the difference between Saturday and other work days. In tabulating the returns for the days per week for the office staff, it has sometimes been deemed best to disregard the face of the returns where it indicates that bookkeepers, stenographers, etc., work regularly on Sunday, i. e., 7 days a week. Other occupations, such as road and trackmen, are returned by some companies as working 7 days a week. What is meant is probably that they are at call for that period, although actually working not more than six days ordinarily. In other cases, particularly as regards conductors and motormen, the length of the standard or normal day as returned has little relation to the actual time that the employees are ready for duty because the assignment of work is not for a day of so many hours but for the car run, the duration of which varies. In addition, the work of a conductor or motorman within any particular 24 hours is often done in discontinuous periods of varying length.

¹ Reported only for 19 "freight superintendents and clerks," 12 h. Evidently not representative for all clerks.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 335

per week, for occupational groups and companies represented in Division B, 1916

BROOKLYN RAPID TRANSIT			New York Railways	Second Avenue, Receiver	Brooklyn & North River	Third Avenue system	N. Y. & Q., L. I. Elec. and N. Y. & L. I.
Elevated	Surface	General					
.....	.....	N. R.	8	N. R.	.....	N. R.	8
.....	.....	N. R.	6 d	N. R.	.....	N. R.	6 d
.....	.....	N. R.	8	N. R.	8	N. R.	8
.....	.....	N. R.	6 d	N. R.	7 d	N. R.	6 d
.....	.....	N. R.	8	.....	.....	N. R.	.....
.....	.....	N. R.	6 d	.....	.....	N. R.	.....
N. R.	¹ N. R.	N. R.	8	7½	8	7	8
N. R.	N. R.	N. R.	6 d	N. R.	6 d	6 d	6 d
N. R.	N. R.	N. R.	8	.....	.....	7	8
N. R.	N. R.	N. R.	6 d	.....	.....	6 d	6 d
N. R.	N. R.	N. R.	8	7½	.....	7	8
N. R.	N. R.	N. R.	6 d	N. R.	.....	6 d	6 d
N. R.	N. R.	N. R.	8	7½	.....	7	8
N. R.	N. R.	N. R.	6 d	N. R.	.....	6 d	6 d
N. R.	N. R.	N. R.	.....	.....	.....	9	8
N. R.	N. R.	N. R.	.....	.....	.....	6 d	6 d
.....	.....	N. R.	8	10	.....	¹ 12	¹ 8, 10
.....	.....	N. R.	6 d	N. R.	.....	7 d	6, 7 d
⁶ 10, 12	10	⁷ 10	10	10	10	11	¹ 10
N. R.	N. R.	N. R.	7 d	N. R.	7 d	7 d	7 d
¹⁰ 10, 12	¹¹ 10, 12	.....	10	10	¹² 10	11	10
N. R.	N. R.	.....	7 d	N. R.	7 d	7 d	7 d
8, 10	.....	N. R.	8	.....	10	.....	10
N. R.	.....	N. R.	7 d	.....	7 d	.....	7 d
10	11, 12	.....	.....	.....	.....	.....	10
N. R.	N. R.	.....	.....	.....	.....	.....	7 d
10	10	.....	10	10	10	10	10
N. R.	N. R.	.....	7 d	N. R.	7 d	7 d	7 d
10	10	10	10	10	10	10	10
N. R.	N. R.	N. R.	7 d	N. R.	7 d	7 d	7 d
10	10	.....	10	10	10	11	10
N. R.	N. R.	.....	7 d	N. R.	7 d	7 d	7 d
¹⁴ 10, 12	10	.....	¹⁵ 8, 10	10	.....	10	10
N. R.	N. R.	.....	6, 7 d	N. R.	.....	6 d	¹⁶ 6, 7

¹ "Messengers and others," apparently not including janitors and watchmen.

² Except for messengers, who work 7 h for 6 d.

³ Janitors and watchmen, 10 h, 7 d; 3 "messengers and others," 8 h, 6 d; 1, 10 h, 6 d.; 1, 10 h, 7 d.

⁴ These inspectors are returned under "Carhouses and shops."

⁵ All 10 h except 18 inspectors in Operating Dept.

⁶ Only for inspectors in Electric Line Dept.

⁷ Except that 1 superintendent is reported by New York & Long Island as working 8 h, 6 d.

⁸ Train clerks and starters, 10 h; others, 12 h.

⁹ All 10 h except 7 train masters.

¹⁰ All 10 h except 1 freight depot master.

¹¹ Except register taker, 1 h.

¹² Switchmen, 10 h, towermen, 8 h.

¹³ All 10 h except 2 track cleaners and sanders, "10 and 12."

¹⁴ The 4 engineers, 8 h; others, 10 h.

¹⁵ 139, 6 d; 52, 7 d.

TABLE XII. Employees and wages: (D) Normal hours per day, and days or hours per week

OCCUPATIONAL GROUPS, ETC.	Inter-borough Rapid Transit	Hudson & Man- hattan
Drivers and stablemen, chauffeurs and garage men:		
Hours per day .....	.....	.....
Days or hours per week .....	.....	.....
Station porters, watchmen, freight laborers and transportation employees not elsewhere specified:		
Hours per day	10	¹ 10, 12
Days or hours per week	7 d	7 d
Engineers (i. e., enginemen):		
Hours per day	8	8
Days or hours per week	7 d	7 d
Firemen:		
Hours per day	8, 9	8
Days or hours per week	7 d	7 d
Oilers, wipers, coal-passers, water-tenders, ashmen and boiler cleaners:		
Hours per day	⁷ 8, 9	⁸ 8, 9
Days or hours per week	7 d	7, 6 d
Dynamo and switchboard men, electricians and linemen:		
Hours per day	8, 9	⁸ 8
Days or hours per week	6, 7 d	7 d
Power-plant employees not elsewhere specified:		
Hours per day	8, 9	9
Days or hours per week	7 d	6 d
Car cleaners, car oilers, lamp trimmers, "car-house men" and other car-house employees:		
Hours per day	10	10
Days or hours per week	¹² 6, 7 d	¹¹ 7 d
Carpenters and helpers:		
Hours per day	10	10
Days or hours per week	6 d	6 d
Blacksmiths and helpers:		
Hours per day	10	10
Days or hours per week	6 d	6 d
Machinists and helpers:		
Hours per day	10	10
Days or hours per week	6 d	6 d
Electrical helpers (i. e., in shop):		
Hours per day	10	10
Days or hours per week	6 d	6 d
Tinners, painters, brass molders, masons and plumbers:		
Hours per day	10	10 d
Days or hours per week	6 d	6 d
Shop employees not elsewhere specified:		
Hours per day	10	10
Days or hours per week	6 d	6 d
Unclassified payroll items:		
Hours per day	10, 12	.....
Days or hours per week	6, 7 d	.....

¹ The truck and cart drivers work 6 d; others, 7 d.² All 12 h except the 5 telephone operators.³ All 12 h except 5 watchmen in Mechanical Dept.⁴ Clerks and stenographers, 8 h, 6 and 7 d; "miscellaneous" transportation, 10 h, 6 and 7 d; "other" transportation, 10 h, 7 d.⁵ All occupations to which this index refers are returned jointly as working "8, 9, 10 and 12 hours."⁶ 3, 8 d; 1, 7 d.⁷ Oilers, water tenders, boiler cleaners, 8 h, others, 9 h.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 337

Occupational groups and companies represented in Division B, 1916 — Concluded

BROOKLYN RAPID TRANSIT			New York Railways	Second Avenue, Receiver	Brooklyn & North River	Third Avenue system	N. Y. & Q., L. I. Elec. and N. Y. & L. I.
ated	Surface	General					
		10 N. R.	10 6, 7 d	10 N. R.		10 6 d	10 7 d
12 N. R.	10, 12 N. R.	10 N. R.	8, 10 6, 7 d		7, 8 6, 7 d	10 7 d	10 7 d
	12 N. R.	8 N. R.	8 6, 7 d			8 7 d	8, 10 7 d
	12 N. R.	8 N. R.	8 7 d				8 7 d
		8 N. R.	8 7 d			8 7 d	8 7 d
		8 N. R.	8 6, 7 d			8 7 d	8, 10 6, 7 d
		8, 9, 10, 12 N. R.	8 7 d			8 7 d	10 7 d
10 N. R.	10 N. R.		10 7 d	10 N. R.		10 7 d	10 7 d
10 N. R.	10 N. R.		10 7 d	10 N. R.		10 6 d	10 6 d
10 N. R.	10 N. R.	10 N. R.	10 6 d			10 6 d	10 6 d
10 N. R.	10 N. R.		10 6 d			10 6 d	10 6 d
10 N. R.	10 N. R.		10 6, 7 d			10 6 d	
10 N. R.	10 N. R.		10 7 d	10 N. R.		10 6 d	10 6 d
10 N. R.	10 N. R.	10 N. R.	8, 10 7 d			10 6 d	10 6, 7 d
10 N. R.	10 N. R.	N. R.	8, 10 7 d	N. R.		N. R.	
		N. R.		N. R.		N. R.	

filers, coal passers, water tenders, 8 h, 7 d.; sahmen, coal handlers, boiler cleaners, 9 h, 6 d.
except 1 electrician, 9 h, 6 d.
All 10 h, 7 d, except 7 dynamo and switchboard men, 8, 7 d; and 6 electricians, 10 h, 6 d.
car cleaners and lamp trimmers, 7 d; others, 6 d.
except 5 "clerks and foremen," 10 h, 6 d; and 1 watchman, 12 h, 7 d.
Other shop," 10 h, 6 d; foremen and supt. of equipment, 10 h, 7 d. The N. Y. & L. I., how-
reports 8 h, 6 d for the supt. of equipment jointly employed with the L. I. Electric.
Clerks and stenographers, 8 h; others, 10 h.

TABLE XII. Employees and wages: (E) Average hourly rates
§ 1. Conductors (also

OPERATING STREET RAILWAYS	RATE PER HOUR (CENTS) ACCORDING TO DURATION OF SERVICE						
	First half-year	Second half-year	Second year	Third year	Fourth year	Fifth year	Sixth year on
Interborough Rapid Transit:							
Conductors.....	24.5	24.5	24.5	25.5	26.5	26.5	27
Guards.....	21	21	21	22	23	23.5	23.5
Ticket agents.....	21	21	22	23	24	25	25
Hudson & Manhattan:							
Conductors.....	24.5	24.5	25	26	27.5	27.5	27.5
Guards.....	21	21	21	22	23	23.5	23.5
Ticket agents.....	17.5	17.5	18.3	19.2	20	20	20
Total.....	—	—	—	—	—	—	—
BROOKLYN RAPID TRANSIT ¹							
Elevated { Conductors.....	23	23	23	24	25	25	25
Guards.....	20	20	21	22	22.5	22.5	23
Surface — Conductors.....	25	25	25	26	27	27	28, 29
Total.....	—	—	—	—	—	—	—
MANHATTAN AND BRONX SURFACE							
New York Railways:							
Electric-contact.....	25	25	26	27	27	28	28
Storage-battery.....	23.5	23.5	24	24	24	24	24
Horse.....	22	22	23.5	23.5	23.5	23.5	23.5
Second Avenue, Receiver.....	25	25	26	27	27	28	28
Brooklyn & North River:							
Conductors.....	25	25	25	25	—	—	—
Ticket agents.....	—	—	20	{ 22 25 }	—	—	—
Third Avenue system: ¹²							
Electric-contact.....	25	25	26	27	27	27	28
Storage-battery.....	(¹⁴)	(¹⁴)	(¹⁴)	(¹⁴)	(¹⁴)	(¹⁴)	(¹⁴)
Total.....	—	—	—	—	—	—	—
QUEENS SURFACE (EXCL. B. R. T.)							
New York & Queens County.....	24	24	24	25	25	25	26
Long Island Electric.....	24	24	24	25	25	25	26
New York & Long Island.....	24	24	24	25	25	25	26
Ocean Electric.....	23	23	23	24	24	24	25
New York & North Shore.....	25	25	26	27	27	27	27
Manhattan & Queens.....	23	23	24	25	26	—	29
Total.....	—	—	—	—	—	—	—
OTHER SURFACE							
Richmond roads.....	20	22.5	{ 22.5 25 }	25	25	25	26
Manhattan Bridge 3-Cent Line:							
Conductors.....	23	23	24	25	26	—	—
Ticket agents.....	—	—	—	—	22.69	—	—
Van Brunt St. & Erie Basin.....	22.5	22.5	22.5	—	—	—	22.5
Marine.....	22	—	—	—	—	—	—
Total.....	—	—	—	—	—	—	—
Grand total.....	—	—	—	—	—	—	—
By type of traction:							
Electric-contact.....	—	—	—	—	—	—	—
Storage-battery.....	—	—	—	—	—	—	—
Horse.....	—	—	—	—	—	—	—

NOTE.— Division E does not include the Bush Terminal, which did not report the necessary data, but employed only 1 conductor and 4 motormen at the close of the year.

¹ For some companies the number of employees as given in Division E exceeds the corresponding figure of Division A, in some cases because the schedule on which the former is based contains the number on the rolls at the close of the year, while that on which the latter is based contains the number who actually worked and received pay during the last week; in others, because apparently the schedule on which Division A is based merely gives the number working on the last day of the year. The smaller numbers of Interborough ticket agents and motormen given in Division E than in Division A are unexplained.

² 26½ cents. ³ 27 cents. ⁴ 27½ cents. ⁵ 10 at 17½ cents, 9 at 18.3, and 17 at 19.2.

⁶ Ticket agents are rated according to their location.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 339

and number receiving specified rates, June 30, 1916
guards and ticket agents)

NUMBER AT EACH RATE PER HOUR													Total number ¹	Average rate of compensation (cents)
Under 20c.	20c.	21c.	22c.	22½c.	23c.	23½c.	24c.	24½c.	25c.	25½c.	26c.	27c. or over		
.....	.....	1,027	348	.....	270	1,402	.....	79	.....	37	25	420	561	26.53
.....	.....	222	69	.....	69	.....	98	.....	388	.....	.....	.....	3,047	22.44
.....	.....	.....	.....	.....	.....	.....	.....	7	4	.....	7	58	76	26.95
.....	.....	110	40	.....	19	40	.....	.....	.....	.....	.....	.....	209	21.85
36	31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67	19.20
36	31	1,359	457	.....	358	1,442	98	86	392	37	32	478	4,806	23.09
.....	.....	.....	.....	.....	43	.....	16	.....	204	.....	.....	.....	263	24.61
.....	422	52	125	133	232	.....	.....	.....	953	.....	365	1,385	964	21.38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,703	26.65
.....	422	52	125	133	275	.....	16	.....	1,157	.....	365	1,385	3,930	25.22
.....	.....	.....	.....	.....	.....	.....	.....	.....	550	.....	157	791	1,498	26.47
.....	.....	.....	.....	.....	.....	11	67	.....	.....	.....	.....	.....	78	23.92
.....	.....	.....	13	.....	.....	21	.....	.....	.....	.....	.....	.....	34	22.93
.....	.....	.....	.....	.....	.....	.....	.....	.....	45	.....	19	86	150	26.67
.....	.....	.....	.....	.....	.....	.....	.....	.....	51	.....	.....	.....	51	25.20
.....	1	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	3	22.33
.....	.....	.....	.....	.....	.....	.....	.....	.....	342	.....	60	753	1,155	26.87
.....	.....	.....	.....	.....	.....	104	.....	.....	.....	.....	.....	.....	104	23.50
.....	1	.....	14	.....	.....	136	67	.....	989	.....	236	1,630	3,073	26.40
.....	.....	.....	.....	.....	.....	.....	124	.....	71	.....	41	.....	236	24.65
.....	.....	.....	.....	.....	.....	.....	12	.....	11	.....	6	.....	29	24.79
.....	.....	.....	.....	.....	.....	.....	26	.....	18	.....	6	.....	50	24.60
.....	.....	.....	.....	.....	20	.....	7	.....	1	.....	.....	.....	28	23.32
.....	.....	.....	.....	.....	.....	.....	.....	.....	7	.....	2	10	19	26.16
.....	.....	.....	.....	.....	30	.....	9	.....	5	.....	4	1	40	23.76
.....	.....	.....	.....	.....	50	.....	178	.....	113	.....	59	11	411	24.53
.....	40	.....	.....	10	.....	.....	.....	.....	56	.....	.....	.....	106	22.62
.....	.....	.....	.....	.....	5	.....	3	.....	3	.....	3	.....	14	24.29
.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2	22.69
.....	.....	.....	.....	12	.....	.....	.....	.....	.....	.....	.....	.....	12	22.50
.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	22.00
.....	40	.....	2	24	5	.....	3	.....	59	.....	3	.....	136	22.77
36	494	1,411	598	157	688	1,578	362	86	2,710	37	695	3,504	12,356	24.63
36	494	1,411	583	157	688	1,442	295	86	2,710	37	695	3,504	12,138	24.65
.....	.....	.....	2	.....	.....	115	67	.....	.....	.....	.....	.....	184	23.67
.....	.....	.....	13	.....	.....	21	.....	.....	.....	.....	.....	.....	34	22.93

After 10 years, 29 cents. * 475 at 27 cents, 507 at 28, and 403 at 29. * 322 at 27 cents and 469 at 28. ¹⁰ Evident defect in 1916 returns supplied from 1915. ¹¹ 27 at 27 cents and 59 at 28. ¹² In order to arrive at the figures for the First District, the data for the Yonkers Railroad must be deducted as follows: 27 at 25 cents and 83 at 28. ¹³ 158 at 27 cents and 595 at 28. ¹⁴ Fixed rate. Not separately returned as between 23 and 24 cents. ¹⁵ 29 cents. ¹⁶ Of these, 22 are not separately returned as between 22½ and 25 cents. ¹⁷ 22.69 cents. ¹⁸ This combined figure is smaller than the corresponding figure to be derived from Division A because of the large (but unreported) amount of duplication in the schedule on which the latter division is based on account of joint employment.

TABLE XII. Employees and wages: (E) Average hourly rates
§ 2.

OPERATING STREET RAILWAYS	RATE PER HOUR (CENTS) ACCORDING TO DURATION OF SERVICE						
	First half-year	Second half-year	Second year	Third year	Fourth year	Fifth year	Sixth year on
Interborough Rapid Transit.....	32.5	32.5	35	35	36	37	¹ { 38 40 40
Hudson & Manhattan.....	35	35	40	40	40	40	
Total.....	—	—	—	—	—	—	—
BROOKLYN RAPID TRANSIT							
Elevated.....	30	30	32.5	32.5	32.5	32.5	² { 35 37.5 40
Surface.....	25	25	25	26	27	27	³ { 28 29
Total.....	—	—	—	—	—	—	—
MANHATTAN AND BRONX SURFACE							
New York Railways:							
Electric-contact.....	26	26	27	28	28	29.5	29.5
Storage-battery.....	25	25	26	26	26	26	26
Horse.....	22	22	23.5	23.5	23.5	23.5	23.5
Second Avenue, Receiver.....	26	26	27	28	28	29.5	¹⁰ 29.5
Brooklyn & North River.....	26	26	26	26	—	—	—
Third Avenue system: ⁴							
Electric-contact.....	26	26	27	28	28	28	29.5
Storage-battery.....	(¹⁰)	(¹⁰)	(¹⁰)	(¹⁰)	(¹⁰)	(¹⁰)	(¹⁰)
Total.....	—	—	—	—	—	—	—
QUEENS SURFACE (EXCL. B. R. T.)							
New York & Queens County.....	24	24	24	25	25	25	26
Long Island Electric.....	24	24	24	25	25	25	26
New York & Long Island.....	24	24	24	25	25	25	26
Ocean Electric.....	24	24	—	—	25	25	⁵ { 25 26 27
New York & North Shore.....	—	25	—	27	27	27	27
Manhattan & Queens.....	23	23	24	25	26	27	29
Total.....	—	—	—	—	—	—	—
OTHER SURFACE							
Richmond roads.....	20	22.5	⁶ { 22.5 25 } 25	25	25	25	25
Manhattan Bridge 3-Cent Line.....	23	23	24	25	26	—	—
Van Brunt St. & Erie Basin.....	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Marine.....	—	—	25	—	25	—	—
Total.....	—	—	—	—	—	—	—
Grand total.....	—	—	—	—	—	—	—
By type of traction:							
Electric-contact.....	—	—	—	—	—	—	—
Storage-battery.....	—	—	—	—	—	—	—
Horse.....	—	—	—	—	—	—	—

¹ See note 1 on preceding double-page.² Further particulars not reported.³ 70 at 35 cents and 46 at 36.⁴ 82 at 37 cents and 426 not separately returned as between 38 and 40 cents. In computing the average rate of compensation, the 426 are reckoned at 39 cents.⁵ 40 cents.⁶ 6th and 7th, 35 cents; 8th-10th, 37.5; 11th on, 40.⁷ 76 at 37½ cents and 148 at 40.⁸ 6th-10th, 28 cents; after 10th, 29.⁹ 29 cents.¹⁰ 29½ cents.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 341

and number receiving specified rates, June 30, 1916 — Concluded
Motormen and drivers.

NUMBER AT EACH RATE PER HOUR													Total num- ber ¹	Average rate of com- pen- sation (cents)
20c.	22— 22½c.	23— 23½c.	24c.	25c.	26c.	27c.	28c.	29— 29½c.	30c.	32½c.	35c.	37½c. or over		
										29	116	508	653	37.83
											1	79	80	39.94
										29	117	587	733	38.05
									90	63	16	224	393	35.83
				780	277	396	579	662					2,694	27.02
				780	277	396	579	662	90	63	16	224	3,087	28.14
					563	131	240	595					1,529	27.76
				18	55								73	25.75
	11 16	12 16											32	22.75
					81	9	36	71					147	28.24
					48								48	26.00
					185	47	687	262					1,181	27.96
				103									103	25.00
	16	16		121	882	187	963	928					3,113	27.65
			45	84	89								218	25.20
			6	12	15								33	25.27
			14	19	19								52	25.10
			10	12	2								24	24.67
				4		15							19	26.58
		15	7	11	4	1		2					40	24.43
		15	82	142	129	16		2					386	25.15
24	17 3			86									113	23.74
		6	2	4	2								14	24.14
	17 12												12	22.50
				2									2	25.00
24	15	6	2	92	2								141	23.70
24	31	37	84	1,135	1,290	599	1,542	1,592	90	92	133	811	7,460	28.67
24	15	21	84	1,012	1,235	599	1,542	1,592	90	92	133	811	7,250	28.78
				128	55								178	25.31
	16	16											32	22.75

¹¹ 22 cents.

¹² 23½ cents.

¹³ Evident defect in 1916 returns supplied from 1915.

¹⁴ In order to arrive at the figures for the First District, there must be deducted the data for the Yonkers Railroad as follows: 12 at 25 cents and 98 at 28.

¹⁵ Fixed rate. Not separated as between 24 and 26 cents.

¹⁶ 23 cents.

¹⁷ 22½ cents.

¹⁸ Of these, 12 are not separately returned as between 22½ and 25 cents.

¹⁹ See note 18 on preceding double page.

TABLE XII. Employees and wages: (F) Classified weekly earnings of employees in specified occupations, for last week in June, 1916

OCCUPATION AND COMPANY	FULL-TIME EMPLOYEES WITH WEEKLY EARNINGS OF —									FULL-TIME EMPLOYEES		PART-TIME EMPLOYEES		
	Less than \$7	\$7 but under \$10	\$10 but under \$12	\$12 but under \$13.50	\$13.50 but under \$16	\$16 but under \$17.50	\$17.50 but under \$20	\$20 but under \$25	\$25 and above	Total number	Total weekly earnings	Average weekly earnings	Number	Total weekly earnings
MANAGERS AND SUPERINTENDENTS														
Hudson & Manhattan									15	15	\$1,270 70	\$84 71		
Transit Development								2	21	23	931 30	40 49		
Brooklyn Heights									27	27	1,162 30	43 04		
South Brooklyn									1	1	32 30	32 30		
Second Avenue, Receiver									1	1	30 00	30 00		
Third Avenue									24	24	8,278 42	136 52		
Union								2	6	7	511 80	73 11		
Westchester Electric									1	1	38 46	38 46		
									3	4	223 00	55 75		
									3	3	100 00	33 33		
													1	\$17 32
													1	16 23
Line									1	1	40 39	40 39		
Total			1					4	102	107	\$7,616 67	\$71 18	2	\$32 55
LAWYERS														
Brooklyn Heights					1				15	16	\$1,475 75	\$92 23		
Doctors														
Brooklyn Heights									5	5	\$246 15	\$49 23		
CLAIM AGENTS														
Hudson & Manhattan						2	8	8	1	8	\$55 08	\$21 69		
Brooklyn Heights									7	18	430 32	23 91		
								1		1	22 50	23 50		
								5		18	475 80	26 43		
									4	15	295 85	19 72		
								1		1	23 08	23 08		
										1	13 75	13 75		
									1	1	27 50	27 50		
													1	21 00
													1	21 00
Total	1		1	4	4	4	12	15	21	58	\$1,353 88	\$23 34	2	\$42 00

TABLE XII. Employees and wages: (F) Classified weekly earnings of employees in specified occupations, in last week in June, 1916 — Continued

OCCUPATION AND COMPANY	FULL-TIME EMPLOYEES WITH WEEKLY EARNINGS OF —										FULL-TIME EMPLOYEES		PART-TIME EMPLOYEES	
	Less than \$7	\$7 but under \$10	\$10 but under \$12	\$12 but under \$13.50	\$13.50 but under \$15	\$15 but under \$17.50	\$17.50 but under \$20	\$20 but under \$25	\$25 and above	Total number	Total weekly earnings	Average weekly earnings	Number	Total weekly earnings
STC.														
.....	7	2	1	2	23	11	2	1	.....	304	\$1,433 45	\$13 53	16	\$113 18
.....	5	3	4	3	4	4	.....	1	.....	10	139 75	13 98	.....	.....
.....	33	3	4	3	4	2	2	1	1	57	22 84	4 37	.....	.....
.....	1	1	1	38	18	29	17	1	.....	108	201 38	8 50	.....	.....
.....	3	1	1	1	1	1	1	1	.....	1	7 00	7 00	.....	.....
.....	1	1	1	1	1	1	1	1	.....	1	1,560 61	14 45	16	55 40
.....	1	1	1	1	1	1	1	1	.....	1	11 20	11 20	.....	.....
.....	1	1	1	1	1	1	1	1	.....	1	191 77	10 09	.....	.....
.....	1	1	1	1	1	1	1	1	.....	1	40 25	13 42	.....	.....
.....	1	1	1	1	1	1	1	1	.....	1	5 00	5 00	.....	.....
.....	1	1	1	1	1	1	1	1	.....	1	77 00	11 00	.....	.....
.....	1	1	1	1	1	1	1	1	.....	1	24 80	12 25	.....	.....
.....	1	1	1	1	1	1	1	1	.....	1	44 00	7 33	.....	.....
.....	1	1	1	1	1	1	1	1	.....	1	5 00	5 00	.....	.....
.....	1	1	1	1	1	1	1	1	.....	1	5 00	5 00	.....	.....
.....	1	1	1	1	1	1	1	1	.....	1	6 00	6 00	.....	.....
.....	1	1	1	1	1	1	1	1	.....	1	28 67	9 56	6	57 35
.....	1	1	1	1	1	1	1	1	.....	1	45 22	11 31	6	57 35
.....	1	1	1	1	1	1	1	1	.....	1	12 00	12 00	.....	.....
Total.....	51	21	21	122	49	47	21	4	1	337	\$4,161 85	\$12 35	44	\$289 28
STC.														
.....	3	15	3	2	2	1	2	1	.....	21	\$254 70	\$12 13	.....	.....
.....	13	1	1	1	1	1	1	1	.....	16	47 30	11 53	.....	.....
.....	.....	1	1	1	1	1	1	1	.....	4	134 33	8 40	.....	.....
.....	.....	1	1	1	1	1	1	1	.....	4	46 00	11 50	.....	.....
.....	.....	1	1	1	1	1	1	1	.....	1	12 00	12 00	.....	.....
.....	.....	1	1	1	1	1	1	1	.....	1	10 00	10 00	.....	.....
Total.....	16	20	7	7	7	1	2	1	.....	47	\$504 28	\$10 73	.....	.....
Total, General.....	144	115	93	185	180	188	150	100	217	1,462	\$29,956 04	\$20 49	110	\$1,032 18

[illegible]

Evidently includes both sexes.

TABLE XII. Employees and wages: (F) Classified weekly earnings of employees in specified occupations, for last week in June, 1916 — Continued

OCCUPATION AND COMPANY	FULL-TIME EMPLOYEES WITH WEEKLY EARNINGS OF —										FULL-TIME EMPLOYEES		PART-TIME EMPLOYEES
	Less than \$7	\$7 but under \$10	\$10 but under \$12	\$12 but under \$13 50	\$13 50 but under \$15	\$15 but under \$17 50	\$17 50 but under \$20	\$20 but under \$25	\$25 and above	Total number	Total weekly earnings	Average weekly earnings	
OTHER MAINTENANCE-OF-WAY-AND-STRUCTURES EMPLOYEES Cond'd													
County.....					5			2	2	9	\$164 34	\$18 26	
hore.....								1		1	20 05	20 05	
R.....				4				1		5	70 49	14 10	2
1.....		2		2						4	47 53	11 88	1
Total.....	5	13	38	142	238	395	304	194	77	1,406	\$24,227 29	\$17 23	290
Total, Engineering	7	34	402	684	785	1,209	697	454	149	4,421	\$71,111 20	\$16 08	910
Long Island Electric	6	2	25	49	49	105	66	72	8	381	\$6,344 38	\$16 05	88
Third Avenue.....						2	5	2		9	171 10	19 01	
Union.....		9	15	8	22	54	26	16	4	158	2,447 84	15 49	38
New York & Queens County.....						23	14	19	1	50	1,493 49	16 59	3
Long Island Electric					1					1	14 10	14 10	
New York & Long Island.....					6	10	7	1		33	529 20	16 54	6
New York & North Shore							1			1	19 17	19 17	
Manhattan & Queens.....						3	2	1		6	114 24	19 04	1
Richmond Light & R. R.....						1				1	17 40	17 40	
Staten Island Midland.....									1	1	17 40	17 40	
Total.....	10	11	40	76	100	199	121	112	14	683	\$11,235 40	\$16 45	142
Long Island Electric	2		3	16	5	127	80	48	1	232	\$4,015 08	\$17 31	51
Third Avenue.....						1			2	3	67 85	22 62	
Union.....						112	29	14		313	4,795 71	15 32	52
New York & Queens County.....						82	16	26	2	11	1,678 09	17 99	6
Long Island Electric					2	5	1	2		11	180 81	16 44	
New York & Long Island.....						3	20	6		49	890 21	17 96	
New York & North Shore													
Manhattan & Queens.....													
Richmond Light & R. R.....													
Staten Island Midland.....													
Total.....											\$1,283 04		
Long Island Electric											\$4,015 08	\$17 31	
Third Avenue.....											67 85	22 62	
Union.....											4,795 71	15 32	
New York & Queens County.....											1,678 09	17 99	
Long Island Electric											180 81	16 44	
New York & Long Island.....											890 21	17 96	
New York & North Shore													
Manhattan & Queens.....													
Richmond Light & R. R.....													
Staten Island Midland.....													
Total.....											\$1,283 04		

Westchester Electric	1	3	20	37	147	294	120	98	5	727	\$12,041 02	\$16 56	125	\$1,383 89	18 00	31 13
New York & Queens County															16 06	
Long Island Electric															21 75	
Manhattan & Queens															15 74	
Richmond Light & R. R.															41 75	
Staten Island Midland															5 50	
Total	3	3	20	37	147	294	120	98	5	727	\$12,041 02	\$16 56	125	\$1,383 89		
1.			3	1	2	16	5	4		31	\$519 63	\$16 76	6	\$32 44		
					1	1		1		3	52 00	17 53	1	6 75		
		3	22	14	6	30	12	4	1	92	1,332 31	14 48	13	218 81		
			1	7	2	7	7	2		26	418 65	16 03	1	14 20		
			1			1				2	37 10	13 55				
				10	1	1	5	1		18	275 37	15 30	2	18 60		
						1				1	15 60	15 60				
				4			4	1		9	151 44	16 83				
			1							1	10 50	10 50				
			1			1				2	27 56	13 78				
		1		1		1				3	36 25	12 08	2	19 20		
Total	4	4	20	37	12	59	33	13	1	188	\$2,864 99	\$15 24	25	\$310 20		
PATRYNES																
Interborough Rapid Transit	3	4	3	16	15	38	5	13		99	\$1,482 17	\$15 40	8	\$35 94		
Hudson & Manhattan						1		5	3	9	215 40	23 93	2	21 00		
Transit Development		4	12	21	20	40	9	6	1	131	1,961 00	14 97	21	234 52		
			1	3	2	17	7	34	1	65	702 35	10 81	3	23 04		
					2	2		1		6	83 61	16 52	3	26 98		
			6	10	1	8	2	5	1	30	460 57	15 35	3	13 79		
	1			2		3	1	1		8	120 37	15 05	4	47 24		
					2					2	29 50	14 75				
						1				1	15 12	15 12	1	14 50		
Total	3	9	21	51	61	103	24	50	6	344	\$5,019 09	\$14 59	44	\$417 26		

1 Company specifically reports that helpers are included. Other companies evidently include them without so reporting.
 2 Includes 5 clerks and foremen, total weekly earnings, \$132.65, distributed as follows: 1, \$17.50 but under \$20; and 4, \$25 and above.

Interborough Rapid Transit.	10	10	61	17	2	139	\$1,506 17	\$16 88	20	\$123 83
Hudson & Manhattan.	3	3	7	2	1	14	207 25	14 30	2	23 50
Transit Development.	1	1	18	4	1	19	306 30	16 13	2	14 33
New York Railways	1	2	3	1	1	7	102 08	14 58	1	6 59
New York & North Shore.	1	1	1	1	1	2	37 10	18 55	1	18 55
Total.....	1	16	22	31	2	139	\$2,158 99	\$15 53	25	\$123 83
ELECTRICAL LARON										
Interborough Rapid Transit.	8	8	12	26	33	85	\$1,509 85	\$18 47	10	\$41 98
Hudson & Manhattan.	1	1	3	2	3	10	208 45	20 85	1	16 80
Transit Development.	1	1	4	17	9	30	538 50	21 80	1	16 80
New York Railways.	1	2	3	3	10	18	375 50	20 87	1	16 80
Union.	1	1	1	1	1	1	24 62	34 62	1	16 80
Westchester Electric.	1	1	1	1	1	1	8 65	34 62	1	16 80
Total.....	8	8	19	48	61	183	\$3,085 72	\$19 84	11	\$68 78
it.	1	1	54	3	4	57	\$918 48	\$16 11	2	\$11 50
1	1	1	3	4	4	13	251 50	19 35	2	17 76
2	2	2	5	35	19	93	1,716 53	18 46	2	14 00
3	3	3	18	1	1	30	557 99	14 31	2	13 67
4	4	4	3	1	7	19	350 50	18 45	2	13 67
5	5	5	4	1	3	11	191 53	17 42	2	13 67
6	6	6	3	1	2	6	93 76	18 78	2	13 67
7	7	7	1	1	2	7	132 84	18 98	2	13 67
8	8	8	1	1	2	7	37 10	18 55	2	13 67
9	9	9	1	1	2	7	34 61	17 31	2	13 67
10	10	10	1	1	2	7	17 50	17 50	2	13 67
11	11	11	1	1	2	7	51 00	17 00	2	13 67
12	12	12	1	1	2	7	31 80	15 75	2	13 67
Total.....	4	2	92	53	30	254	\$4,884 89	\$17 26	12	\$90 19
102 (INCL.	3	17	42	68	40	334	\$5,344 88	\$16 00	85	\$689 21
1	1	10	7	6	6	43	694 50	16 15	8	73 45
2	2	4	50	28	24	167	2,961 30	17 73	28	358 29
3	3	3	2	1	4	10	178 80	17 88	1	12 78
Total.....	9	31	133	102	74	554	\$9,179 48	\$16 57	122	\$1,133 73
Total, Power.....	13	43	286	390	249	1,597	\$27,819 49	\$17 42	260	\$2,016 23

¹ Electrical engineer, apparently a joint employee of the Union and the Westchester. Returned by both as a full-time employee. Only the earnings are returned by the latter company.

TABLE XII. Employees and wages: (F) Classified weekly earnings of employees in specified occupations, for last week in June, 1916 — Continued

OCCUPATION AND COMPANY	FULL-TIME EMPLOYEES WITH WEEKLY EARNINGS OF —										PART-TIME EMPLOYEES	
	Less than \$7	\$7 but under \$10	\$10 but under \$12	\$12 but under \$13.50	\$13.50 but under \$15	\$15 but under \$17.50	\$17.50 but under \$20	\$20 but under \$25	\$25 and above	Total number	Total weekly earnings	Average weekly earnings
INSPECTORS, TRAIN STARTERS, ETC.												
.....						2	35	39	43	119	\$2,824.50	\$23.74
.....						7	5	6	8	30	1,454.25	23.21
.....						4	22	20	10	36	1,410.79	21.38
.....						4	14	22	17	57	1,328.25	23.30
.....						14	69	137	2	223	4,595.74	20.61
.....							1	5		6	126.25	21.04
.....							1	8		10	209.74	20.97
.....							1	9		20	427.67	21.38
.....						15	10	124	6	156	3,356.52	21.52
.....							2	16	2	20	467.15	22.86
.....							2	5		7	160.13	21.45
.....							1	23		24	526.60	21.94
.....							1	6	1	8	175.10	21.89
.....							3	20	1	24	512.90	21.37
.....							4	8		13	262.06	20.16
.....								2		2	40.70	20.35
.....						1	4	48	1	54	1,121.70	20.77
.....							2	4		6	122.10	20.35
.....							2	26		43	893.78	20.55
.....						1	6	1		8	160.84	20.11
.....						3	9	1		15	287.08	19.14
.....							2	6		8	174.07	21.76
.....						1		8		9	187.07	20.79
.....							3	9		9	190.75	21.19
.....							2			6	105.77	17.63
.....							2			2	85.00	17.50
Total.....			1	2	2	52	213	572	93	935	\$20,136.47	\$21.54
NEW YORK CONSOLIDATED												
.....							4	216	362	582	\$15,272.36	\$26.24
.....								31	43	74	1,929.25	26.07
.....							34	164	145	351	8,519.03	24.27
Total.....												
.....										56	\$2084.41	\$37.57
.....										8	\$30.00	\$3.75
.....										35	\$677.11	\$19.35

Rest.	1,819 02	18 37	48	553 09
h.	4,499 13	17 21	70	222 03
	4,067 02	20 24	70	848 77
	8,890 29	18 55	25	844 04
	2,944 09	18 09	37	417 83
	1,309 26	17 12	45	718 82
	183 81	17 16	8	111 13
	85 64	17 18	1	11 04
	8,067 18	19 52	115	1,450 52
	1,181 09	19 08	39	463 90
	8,358 01	18 25	37	251 74
	405 20	15 58	5	62 14
	689 37	17 08	6	55 00
	290 60	16 09	5	36 95
	265 45	16 61	2	6 10
	575 74	18 15	2	3 33
	416 88	18 13	61	451 12
	392 59	17 85	63	585 77
	29 83	14 91	1	1 72
	215 95	16 61	1	3 91
	150 73	16 07	2	10 32
	31 50	15 75		
Total.	\$111,199 56	\$19 75	1,568	\$18,147 56
HOMES-CAR DRIVERS New York Railways.	\$428 11	\$16 47	13	\$90 40
CONDUCTORS—HOMES-CAR New York Railways	\$409 35	\$15 16	7	\$63 32
Electric				
	\$29,928 85	\$18 00	489	\$5,154 96
	1,516 34	16 85	74	804 64
	3,069 89	17 49	42	452 30
	19,803 98	17 18	401	8,768 19
	1,612 81	17 53	58	654 71
	322 78	15 87	29	371 38
	4,041 54	19 52	40	296 37
	978 55	18 84	20	221 00
	2,714 87	17 74	26	297 01
	871 80	17 44	62	824 96
Rest.				

1 Includes the few suburban motormen

\$200.40, of whom 1 received \$17.50 but under \$20, and 8, \$20 but under \$25; and 1 part-time, \$3.05. The total one-fourth of the amount reported as paid monthly to regular motormen assigned to instruction duty by trips. Aggregate earnings, \$203.02. The total weekly earnings of full-time employees also include \$105.88, one-fourth of instructors assigned to instruction duty by trips.

TABLE XII. Employees and wages: (F) Classified weekly earnings of employees in specified occupations, for last week in June, 1916 — Continued

Occupation and Company	Full-time Employees with Weekly Earnings of —										Full-time Employees		Part-time Employees	
	Less than \$7	\$7 but under \$10	\$10 but under \$12	\$12 but under \$13.50	\$13.50 but under \$15	\$15 but under \$17.50	\$17.50 but under \$20	\$20 but under \$25	\$25 and above	Total number	Total weekly earnings	Average weekly earnings	Number	Total weekly earnings
CONDUCTORS — SURFACE ELECTRIC —														
<i>Concluded</i>														
Mid-Crosstown.....						3				3	247 13	\$16 36	19	\$302 00
Pelham Park & City Island.....						1				1	52 13	17 36	1	14 44
Union.....						74	129	168	3	374	7,364 02	19 69	166	1,865 77
Westchester Electric.....						11	31	25		70	1,366 31	19 52	22	233 60
New York & Queens County.....						71	47	14		176	2,926 09	16 63	96	610 03
.....						7	8			23	355 06	15 44	6	67 32
.....						4	11			42	625 23	14 89	2	11 10
.....						7	3			16	245 20	15 23	8	99 76
.....						5	4			16	249 25	15 53	3	13 40
.....						6	3			48	542 66	12 62	6	26 47
.....						6	10			25	424 41	16 96	59	378 56
.....						4	3			14	232 02	16 62	76	583 57
.....						4	1			2	33 97	16 99		
.....							3			12	189 09	15 76	2	26 93
.....						4				12	161 73	13 48		
.....						8				2	27 72	13 86		
Total.....	13	20	47	339	1,763	1,601	723		5	4,500	\$79,784 73	\$17 73	1,705	\$17,125 17
INDUSTRIAL DIVISION														
INDUSTRIAL DIVISION														
Southfield Beach.....						16				452	88,403 38	\$18 59	96	\$1,163 82
Manhattan Bridge 3-Cent Line.....						12	26	33		71	1,397 30	19 68	5	38 10
Van Brunt St. & Erie Basin.....						102	65	25	1	233	4,009 37	17 21	23	286 47
Marine.....														
Total.....			3	54	249	209	176		6	756	\$13,810 06	\$18 27	126	\$1,458 09
INDUSTRIAL DIVISION														
INDUSTRIAL DIVISION														
Interborough Rapid Transit.....						215	796			2,164	\$33,816 00	\$15 63	683	\$6,872 43
Hudson & Manhattan.....						12	38			171	2,823 10	16 51	28	227 35
New York Consolidated.....						50	183			693	10,470 20	15 06	183	1,600 25

[illegible]

TABLE III Employees and wages: (F) Classified weekly earnings of employees in specified occupations, for last week in June, 1916 — Continued

Occupation and Company	Full-time Employees with Weekly Earnings of —										Full-time Employees		Average weekly earnings	Part-time Employees	
	Less than \$7	\$7 but under \$10	\$10 but under \$12	\$12 but under \$13.50	\$13.50 but under \$15	\$15 but under \$17.50	\$17.50 but under \$20	\$20 but under \$25	\$25 and above	Total number	Total weekly earnings	Number	Total weekly earnings	Number	Total weekly earnings
TICKET AGENTS — WOMEN															
Hudson & Manhattan.....		154	165	60	7	10	1			20	\$309 35	15	\$147 65	15	\$147 65
New York Consolidated.....					14					203	4,144 00	171	1,114 28	171	1,114 28
Total.....		154	165	62	21	10	1			413	\$4,453 35	186	\$1,261 93	186	\$1,261 93
Men															
Hudson & Manhattan.....			55	317	337	60	15	1		704	\$10,793 86	257	\$1,816 86	257	\$1,816 86
New York Consolidated.....			2	14	36	19	3			74	1,079 40	13	102 90	13	102 90
Brooklyn Heights.....			8	4	13	3	2			31	449 14	5	31 00	5	31 00
Total.....			65	338	386	91	20	2		904	\$12,387 20	275	\$1,980 55	275	\$1,980 55
OTHER PASSENGER-STATION EMPLOYEES															
Interborough Rapid Transit.....	1	5	237	44	24	48	58	10		427	\$5,716 93	45	\$297 73	45	\$297 73
Hudson & Manhattan.....	5	2	26	11	6	13	11			74	968 60	11	20 55	11	20 55
New York Consolidated.....	1	7	60	10						87	978 83	2	3 14	2	3 14
Total.....	7	14	332	65	30	61	69	10		588	\$7,664 36	58	\$331 42	58	\$331 42
	4	11	24	33	47	65	6	1		192	\$2,557 49	9	\$58 58	9	\$58 58
			3	7	10	12	1			33	470 20	8	59 35	8	59 35
		9	77	7	7	3				103	1,204 19	20	148 44	20	148 44
		1	17	23	17	16	3			77	1,040 13	5	24 13	5	24 13
			1							1	11 90				
		3	18	24	23	9	5			83	1,052 26	9	42 60	9	42 60
			9		1					10	115 32				
		2	49	2	1					54	602 14	18	116 87	18	116 87
		25	35	3	2					30	344 13	3	12 78	3	12 78
			6							6	69 70				

Total.....	6	32	244	106	111	105	17	1	1	633	\$7,987 06	\$12 83	58	\$515 93
LORENS	3		4	90	59	52	29	18	9	263	\$4,033 24	\$15 34	58	\$558 86
			1	8	6	12	6	4		37	581 90	16 73	13	127 45
		9	22	26	13	17	14	1		103	1,330 86	13 06	8	29 57
	1	5	6	2	3	6		1		23	304 38	13 23		
		24	33	6	2					65	657 90	10 12	14	71 08
		3	3	2						5	56 00	11 20	1	7 20
			24	26	40	85	54	40		278	4,566 41	10 43	28	198 37
			2	4	10	5	7		1	29	476 73	10 44	4	26 87
			11	5	26	26	7	11		85	1,323 95	16 58	5	36 53
				3	13	19	7	4		46	744 60	16 19	7	59 87
			2	4	2	2	1	1	1	13	198 39	15 26		
					6	5	1	2		14	228 86	16 35	3	16 06
						1	2			9	51 17	17 06		
				1	1	1	1		3	6	108 63	18 10		
					1	2	3			6	31 70	15 86		
								1		5	93 99	19 30	1	2 49
		2								2	14 00	7 00	16	84 04
	3	1								4	26 96	6 74		
			1				1	2		3	63 26	21 06		
							1			2	29 75	14 88		
Total.....	7	43	109	178	181	233	133	85	18	987	\$14,933 68	\$15 12	153	\$1,229 74
Barclays														
		1				8	2	3	6	3	\$39 20	\$19 80		
					4	6	27			55	1,098 30	19 97		
	4	10	1	2		17	24	2	4	10	156 00	16 00		
			1	6	6	7	3	9	1	64	1,034 86	16 17		
				1	6	3	4	4		32	554 07	17 31		
						3	4			18	302 50	16 81		\$5 85
			1				1			2	27 50	13 75		
			2	1		3	4	1		10	164 08	16 41	1	10 72
						1	1	1		3	54 36	18 12	1	2 64
		1				1	2	3		7	123 24	17 61	2	15 86
				1			3			4	67 00	16 75		
		2	8	11	6	2	2	1		32	414 85	12 96	2	12 00
		3		1						4	35 72	8 93	11	88 67
													2	1 55
Total	4	17	13	23	21	47	83	24	11	243	\$4,071 68	\$16 78	20	\$137 29
Total, Transportation.....	24	208	1,143	1,437	2,632	5,504	5,097	3,616	740	20,471	\$354,607 72	\$17 32		\$5,592 \$53,741 97

* Includes ticket examiners.

* Porters.

TABLE III. Employees and wages: (P) Classified weekly earnings of employees in specified occupations, for last week in June, 1916 — Concluded

OCCUPATION AND COMPANY	FULL-TIME EMPLOYEES WITH WEEKLY EARNINGS OF —								FULL-TIME EMPLOYEES		Average weekly earnings	PART-TIME EMPLOYEES	
	Less than \$7	\$7 but under \$10	\$10 but under \$13	\$13 but under \$15	\$15 but under \$17.50	\$17.50 but under \$20	\$20 but under \$25	\$25 and above	Total number	Total weekly earnings		Number	Total weekly earnings
TRUCK DRIVERS													
Transit development.....	1	1	4	3	6	1	1	1	17	\$282.85	\$16.64	2	\$6.60
New York Railways.....	3	3	4	7	15	7	...	...	38	598.37	15.75	1	9.00
Second Avenue, Receiver.....	2	...	...	1	...	...	...	...	3	34.67	11.56	...	...
Richmond Light & R. R.....	...	...	...	1	...	...	...	...	1	14.00	14.00	...	...
Total.....	8	8	8	12	21	8	1	1	59	\$929.89	\$15.76	3	\$15.60
OTHER STABLES, GARAGE, TRUCKING, ETC													
Transit Development.....	...	9	1	1	4	3	2	1	21	\$310.87	\$14.80	3	\$14.00
New York Railways.....	1	2	24	2	6	2	3	...	40	565.13	14.13	6	10.94
Second Avenue, Receiver.....	...	...	...	1	...	...	...	...	1	14.00	14.00	...	...
Third Avenue.....	...	...	...	...	1	...	...	...	1	15.00	15.00	...	...
Total.....	1	11	25	4	11	5	5	1	63	\$905.00	\$14.37	8	\$24.94
Total, Stable, garage, trucking etc.....	1	19	33	16	32	13	6	2	122	\$1,834.89	\$15.04	11	\$40.63
TRUCK DRIVERS													
Transit development.....	1	4	12	9	4	14	3	...	50	\$719.53	\$14.39	21	\$85.33
New York Railways.....	4	...	3	1	2	5	2	...	19	301.55	15.87	1	2.26
Second Avenue, Receiver.....	...	17	4	11	9	4	...	...	48	603.13	12.57	3	15.86
Richmond Light & R. R.....	...	4	...	...	...	...	...	...	7	80.00	11.43	...	...
Total.....	5	25	16	21	15	23	7	2	124	\$1,704.21	\$13.74	25	\$100.94
OTHER STABLES, GARAGE, TRUCKING, ETC													
Transit development.....	25	36	482	2,093	2,623	1,703	1,123	537	9,785	\$163,651.90	\$16.72	2,080	\$19,221.50
New York Railways.....	13	7	66	182	241	202	179	143	1,098	20,835.08	18.98	193	1,336.30
Second Avenue, Receiver.....	16	82	553	735	1,010	606	403	174	4,129	65,692.47	15.91	477	4,944.35
Richmond Light & R. R.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total.....	54	127	1,103	3,003	3,874	2,511	1,705	824	15,115	\$2,463,220.95	\$16.30	2,750	\$23,842.15

TABLE XIII. REVENUES FROM STREET

OPERATING STREET RAILWAYS	REVENUE		
	Passenger	Freight	Mail
Interborough Rapid Transit.....	\$34,160,655 52		
Rapid Transit (Subway div.).....	18,550,564 65		
Manhattan (Elevated div.).....	15,600,090 87		
Hudson & Manhattan.....	13,661,252 03		\$10,009 20
Total.....	\$37,811,907 55		\$10,079 20
BROOKLYN RAPID TRANSIT			
New York Consolidated.....	\$9,703,384 31		
Brooklyn Heights.....	8,421,808 57		
Bridge Operating.....	265,866 71		
Brooklyn, Queens Co. & Sub.....	1,596,157 58		
Coney Island & Brooklyn.....	1,801,856 42		
Coney Island & Gravesend.....	68,466 36		
Nassau Electric.....	5,079,727 14		
South Brooklyn.....	374,517 67	\$493,170 05	
Total.....	\$27,311,784 76	\$493,170 05	
MANHATTAN SURFACE			
New York Railways.....	\$13,379,047 91		
Second Avenue, Receiver.....	860,356 75		
Brooklyn & North River.....	186,556 60		
Third Avenue.....	2,677,963 97		
Dry Dock, E. B'way & B., Recr.....	473,810 86		
42d St., Manh. & St. N. Ave.....	1,929,261 27		
Belt Line.....	776,390 00		
Mid-Crosstown.....	72,755 80		
Total.....	\$20,286,078 16		
BRONX SURFACE			
N. Y. City Interborough.....	\$725,832 45		
Pelham Park & City Island.....	22,613 00		
Southern Boulevard.....	230,526 95		
Union.....	2,739,044 46	\$2,884 26	\$3,000 00
Westchester Electric.....	463,952 67		
Total.....	\$4,181,969 53	\$2,884 26	\$3,000 00
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....	\$1,418,680 40		
Long Island Electric.....	220,946 65		
New York & Long Island.....	410,855 95		
Ocean Electric.....	150,451 45		
New York & North Shore.....	165,197 60		
Manhattan & Queens.....	287,687 06		
Total.....	\$2,653,819 11		
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....	\$396,480 39		
Staten Island Midland.....	334,694 43		
Southfield Beach.....	10,592 34		
Total — Richmond.....	741,767 16		
Manhattan Bridge 3-Cent Line.....	123,793 23		
Bush Terminal.....	793 18	\$38,470 96	
Van Brunt St. & Erie Basin.....	57,784 92		
Marine.....	6,523 45		
Total — Misc. Bklyn.....	188,894 78	\$38,470 96	
Total.....	\$930,661 94	\$38,470 96	
Grand total.....	\$93,176,216 96	\$534,525 27	\$13,009 20

¹ The correct figure for 1916 is \$3,661,255.03. The sum of \$3.00 has been deducted to offset a corresponding excess reported in 1915.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 359

RAILWAY OPERATIONS, 1916

FROM TRANSPORTATION					OTHER STREET RAILWAY OPERATING REVENUES	
Express	Chartered car	Miscellaneous transportation	TOTAL		Advertising privileges	Other car and station privileges
			Amount	Increase or (D) decrease from previous year		
.....	.....	\$31,445 00	\$34,182,100 53	\$1,816,794 80	\$700,000 00	.....
.....	.....	11,675 09	18,562,239 65	1,296,296 04	350,000 79	.....
.....	.....	19,779 00	15,619,860 87	527,498 16	350,000 00	.....
.....	.....	5,700 00	3,676,961 23	234,363 06	113,329 83	\$70,306 08
.....	.....	\$37,145 00	\$37,859,061 75	\$2,061,157 26	\$813,329 83	\$70,306 08
.....	\$132 00	\$873 79	\$9,704,390 01	\$1,333,270 67	\$82,107 44	\$54,774 70
.....	17,184 80	.....	8,438,993 37	196,276 60	41,460 46	1,303 24
.....	.....	.....	265,866 71	5,015 87	.....	.....
.....	.....	.....	1,596,157 58	16,287 50	8,907 58	.....
.....	.....	.....	1,871,856 42	61,046 12	9,251 13	10,068 75
.....	.....	.....	68,466 36	1,442 98	304 14	.....
.....	.....	.....	5,079,727 14	D 17,968 61	24,932 61	174 21
.....	.....	.....	867,687 72	D 135,341 94	546 75	280 53
.....	\$17,316 80	\$873 70	\$27,823,145 31	\$1,466,929 19	\$167,540 11	\$66,601 43
.....	.....	.....	\$13,379,047 91	\$368,115 04	\$250,000 00	.....
.....	.....	.....	800,356 75	D 11,836 41	7,000 00	.....
.....	.....	.....	186,556 63	25,468 28	.....	.....
.....	\$224 00	.....	2,678,207 97	34,046 59	21,500 00	.....
.....	60 09	.....	403,870 86	1,542 64	3,875 00	.....
.....	35 00	.....	1,929,296 27	33,918 49	21,180 00	.....
.....	.....	.....	776,300 00	23,402 29	6,880 09	.....
.....	.....	.....	72,755 80	D 5,644 90	540 00	.....
.....	\$319 00	.....	\$30,286,392 16	\$479,012 02	\$310,975 09	.....
.....	\$128 90	.....	\$725,960 45	\$43,133 87	\$2,170 09	.....
.....	.....	.....	22,613 00	5,046 97	180 00	.....
.....	.....	.....	230,526 95	3,378 40	656 98	.....
.....	3,422 20	.....	2,748,350 92	111,739 99	19,434 80	\$379 29
.....	1,338 50	.....	465,291 17	D 16,059 68	1,498 66	.....
.....	\$4,888 70	.....	\$4,192,742 49	\$147,239 55	\$23,850 44	\$379 29
.....
\$807 00	\$3,431 00	\$97 50	\$1,423,008 90	\$76,703 15	\$8,250 09	\$3 25
.....	633 00	28 50	221,608 15	449 15	1,200 00	56 65
.....	405 00	54 75	411,315 79	D 13,531 80	1,800 00	.....
.....	80 09	.....	157,531 45	D 4,582 54	600 00	.....
\$83 75	345 75	.....	165,627 10	D 2,896 50	720 00	.....
.....	.....	3 50	287,690 56	18,834 29	3,513 47	218 42
\$883 75	\$4,894 75	\$184 25	\$2,659,781 86	\$74,975 75	\$16,083 47	\$278 32
.....	\$740 68	.....	\$397,221 07	\$16,736 07	\$1,732 44	.....
.....	894 00	.....	335,588 43	11,218 53	561 00	.....
.....	.....	.....	10,592 34	253 91	.....	\$185 09
.....	1,634 68	.....	743,401 84	\$8,808 51	\$2,293 44	185 00
.....	.....	.....	123,793 23	D 7,593 91	726 95	.....
.....	.....	.....	39,264 14	D 908 30	.....	.....
.....	.....	.....	57,784 92	18,457 36	260 02	.....
.....	.....	.....	6,523 45	D 84 95	.....	.....
.....	.....	.....	\$27,365 74	9,870 20	986 97	.....
.....	\$1,634 68	.....	\$270,767 58	\$38,078 71	\$3,280 41	\$185 09
\$883 75	\$29,053 93	\$38,202 95	\$93,791,891 15	\$4,256,492 48	\$1,335,059 26	\$137,750 12

* Baggage revenue.

TABLE XIII. Revenues from street

OPERATING STREET RAILWAYS	OTHER (OR NON-TRANSPORTATION)		
	Rent of land and buildings ¹	Rent of equipment ¹	Rent of tracks and terminals ¹
Interborough Rapid Transit.....	\$28,437 11	\$10 00	\$10,500 00
Rapid Transit (Subway div.).....	186 12		
Manhattan (Elevated div.).....	28,250 99	10 00	10,500 00
Hudson & Manhattan.....	24,000 00		
Total.....	\$52,437 11	\$10 00	\$10,500 00
BROOKLYN RAPID TRANSIT			
New York Consolidated.....	\$22,670 71		\$26,433 23
Brooklyn Heights.....	45,129 40	\$2,747 75	109,263 78
Bridge Operating.....			
Brooklyn, Queens Co. & Sub.....	1,046 03	77 00	19,016 03
Coney Island & Brooklyn.....	240 94	138 25	13,328 37
Coney Island & Gravesend.....	21 76		1,370 09
Nassau Electric.....	11,579 63	327 50	34,256 05
South Brooklyn.....	74,792 09	6,627 37	23,700 00
Total.....	\$155,480 56	\$9,917 87	\$226,667 55
MANHATTAN SURFACE			
New York Railways.....	\$8,062 25	\$7,962 16	\$17,580 85
Second Avenue, Receiver.....		\$4,292 20	7,000 00
Brooklyn & North River.....			
Third Avenue.....	129,908 70	308,687 08	29,233 65
Dry Dock, E. B'way & B., Recr.....	56,118 33	11,379 00	18,840 19
42d St., Manh. & St. N. Ave.....	8,562 53	6,405 00	
Belt Line.....	14,044 33	270 00	2,250 00
Mid-Crosstown.....			
Total.....	\$216,696 14	\$338,115 44	\$74,904 69
BRONX SURFACE			
N. Y. City Interborough.....		\$40 00	
Pelham Park & City Island.....			
Southern Boulevard.....			
Union.....	\$8,679 96	23,946 00	\$105,798 37
Westchester Electric.....	712 08		98,684 73
Total.....	\$9,392 04	\$23,986 00	\$204,483 00
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....	\$360 00	\$742 50	\$208 50
Long Island Electric.....	225 00	109 00	21,620 16
New York & Long Island.....	120 00		6,685 13
Ocean Electric.....		773 10	
New York & North Shore.....			
Manhattan & Queens.....		268 50	79 63
Total.....	\$705 00	\$1,893 10	\$28,593 51
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....	\$800 00	\$4,185 78	\$2,780 48
Staten Island Midland.....		6,802 74	117 22
Southfield Beach.....			
Total — Richmond.....	800 00	10,988 52	\$,697 70
Manhattan Bridge 3-Cent Line.....		238 47	3,911 22
Bush Terminal.....	416 66		66 40
Van Brunt St. & Eric Basin.....			
Marine.....			
Total — Misc. Bklyn.....	416 66	238 47	\$,979 62
Total.....	\$1,216 66	\$11,226 99	\$6,877 32
Grand total.....	\$435,927 51	\$385,150 00	\$552,026 07

¹ For details of rents, see abstracts of the reports of the individual companies in Part III of this volume.

² Several items in this column include sales of power to other operating street railways, which

TABULATIONS FROM RETURNS OF STREET RAILWAYS 361

railway operations, 1916 — Concluded

STREET RAILWAY OPERATING REVENUES — Concluded					TOTAL STREET RAILWAY OPERATING REVENUES	
Sale of power ²	Car service (demurrage)	Miscellaneous	TOTAL		Amount	Increase or (D) decrease from previous year
			Amount	Increase or (D) decrease from previous year		
\$953,346 48		\$17,133 60	\$1,709,497 77	\$640,991 28	\$35,891,528 29	\$2,457,786 48
444,826 87			795,012 90	217,161 71	19,357,252 64	1,513,457 75
508,519 59		17,133 60	914,414 78	423,829 57	16,534,275 65	944,327 73
20,766 56		5,143 37	233,545 84	D 2,938 90	3,910,507 07	231,424 16
\$974,113 02		\$22,276 97	\$1,942,973 61	\$638,052 38	\$39,802,035 36	\$2,689,209 64
		\$123 45	\$186,109 53	\$3,983 65	\$9,890,499 54	\$1,337,254 32
		5,969 26	296,003 89	D 20,509 68	8,643,997 26	174,766 92
				D 1,280 20	265,866 71	3,735 87
			29,046 64	D 8,619 63	1,625,204 22	7,676 87
		4,316 08	37,343 52	D 13,464 71	1,839,199 94	47,581 41
			1,695 99	D 1,151 44	70,162 35	291 54
			71,270 20	D 25,011 78	5,150,997 14	D 35,980 39
	\$6,882 69		112,129 43	22,569 71	979,817 15	D 112,772 23
	\$6,882 69	\$9,508 79	\$642,599 00	D \$43,474 88	\$28,465,741 31	\$1,422,554 31
\$52,758 08			\$335,483 34	D \$53,351 20	\$13,714,531 25	\$314,763 84
			18,292 29	474 12	878,648 95	D 11,362 29
					186,556 69	35,468 28
\$97,946 55			1,387,275 98	159,908 08	4,065,483 95	193,949 62
			90,212 52	D 7 77	494,083 38	1,534 87
			36,147 53	D 3,588 61	1,965,443 80	30,329 88
			23,444 33	13,661 50	799,744 33	37,963 79
			540 00	270 00	73,295 80	D 5,374 90
\$950,704 63			\$1,891,395 90	\$117,361 07	\$22,177,788 06	\$596,373 09
			\$2,210 00	D \$375 00	\$728,170 45	\$42,758 87
			180 09	90 00	22,793 00	5,136 97
			656 98	656 98	231,183 93	4,035 88
\$2,458 45			100,696 77	19,652 45	2,909,047 69	131,392 44
14,133 90			114,939 37	D 3,407 52	580,230 54	D 19,467 20
\$16,592 35			\$278,683 12	\$16,616 91	\$4,471,425 61	\$163,856 46
\$111 34		\$3,080 91	\$12,755 69	D \$5,979 62	\$1,435,764 59	\$70,723 53
4,295 83			27,506 64	379 13	249,114 79	828 28
1,940 00			10,545 13	2,298 69	421,860 83	D 11,223 11
			1,373 10	357 02	151,904 55	D 4,225 52
			720 00		166,347 10	D 2,896 50
		44 85	4,124 87	826 94	291,815 43	19,641 23
\$6,347 17		\$3,124 86	\$57,925 43	D \$2,127 84	\$2,716,807 29	\$72,847 91
\$728 56		\$102 05	\$19,329 31	D \$2,453 39	\$497,550 38	\$14,282 68
			7,480 96	3,748 75	343,069 39	14,967 28
			185 00	D 11 66	10,777 34	242 25
728 56		102 05	17,995 27	1,283 76	761,597 11	\$9,492 21
			4,876 64	D 234 51	128,669 87	D 7,828 42
			485 76	D 186 94	39,749 20	D 1,095 24
			260 02	20 02	58,044 94	18,477 38
				D 45 60	6,523 45	D 130 55
			5,621 72	D 447 03	\$38,987 46	9,423 17
\$728 56		\$102 05	\$23,616 99	\$836 67	\$994,384 57	\$38,915 38
\$1,948,485 73	\$6,882 69	\$35,012 67	\$4,836,294 05	\$727,264 31	\$98,628,185 20	\$4,983,766 79

report offsetting operating expense items in Table XIV under "Power purchased." To this extent the total revenues shown include an element that is not additional or new revenue to the street railways of the city as a whole. For details, see text Table 11. ² Rent of ducts.

TABLE XIV. OPERATING EXPENSES, 1916: (A) Complete details

OPERATING STREET RAILWAYS			
	Superintend- ence of way and structures	Ballast	Ties
Interborough Rapid Transit.....	\$116,079 44	\$297 04	\$43,824 44
Rapid Transit (Subway div.).....	68,781 80	297 04	27,929 61
Manhattan (Elevated div.).....	53,288 64	.....	15,894 83
Hudson & Manhattan.....	10,126 38	1,031 59	4,450 88
Total.....	\$126,196 82	\$1,328 63	\$48,275 32
BROOKLYN RAPID TRANSIT ¹			
New York Consolidated.....	\$43,327 34	\$214 96	\$30,694 58
Brooklyn Heights.....	58,628 18	23,810 45	14,890 02
Bridge Operating.....	.....	.....	.....
Brooklyn, Queens Co. & Sub.....	12,647 13	5,941 02	3,179 47
Coney Island & Brooklyn.....	13,452 45	5,420 59	3,460 56
Coney Island & Gravesend.....	477 69	201 18	136 40
Nassau Electric.....	37,416 33	14,112 60	10,208 83
South Brooklyn.....	3,558 11	632 16	2,244 39
Total.....	\$169,597 23	\$48,932 96	\$64,244 27
MANHATTAN SURFACE			
New York Railways.....	\$61,090 91	.....	.....
Electric.....	58,465 23	.....	.....
Horse and storage-battery.....	2,625 68	.....	.....
Second Avenue, Receiver.....	1,846 95	.....	.....
Third Avenue.....	23,190 01	.....	857 46
Dry Dock, E. B'way & B., Recor.....	3,863 72	.....	.....
42d St., Manh. & St. N. Ave.....	11,446 24	.....	11 79
Belt Line.....	3,389 71	.....	272 75
Mid-Crosstown.....	374 33	.....	234 52
Total.....	\$106,200 87	.....	\$575 73
BRONX SURFACE			
N. Y. City Interborough.....	\$1,511 36	.....	\$677 25
Pelham Park & City Island.....	123 79	.....	.....
Southern Boulevard.....	320 10	.....	1,045 38
Union.....	23,346 28	.....	11,580 25
Westchester Electric.....	3,316 11	.....	6,940 23
Total.....	\$23,616 94	.....	\$20,243 11
OTHER CLASS A ROAD			
New York & Queens County.....	\$12,147 77	\$1,200 00	\$2,203 78
Grand total.....	\$441,669 63	\$51,261 59	\$135,542 21

NOTE.— Class A classification, the most detailed, is used by corporations with annual operating revenues of more than \$500,000, and also by corporations associated with such class A corporations, even though with operating revenues under \$500,000.

Depreciation.— Inasmuch as the definition of expenses, in the system of accounts prescribed by the Public Service Commission, includes capital consumed in operation, the accounting order provides for a charge to operating expenses for the estimated depreciation accrued during each month, in addition to actual disbursements for repairs. Where a company has failed to make a charge for depreciation, a reference mark (*) has been placed against the totals of the maintenance groups and the grand total of operating expenses. Credit entries ("Cr") indicate that the expenditures for maintenance have exceeded the estimated depreciation (including maintenance), the excess being drawn from (or charged against) the depreciation reserve. Depreciation is not segregated between (1) equipment and (2) way and structures by companies of the Third Avenue system.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 363

for corporations using class A classification (the most detailed)

MAINTENANCE OF WAY AND STRUCTURES

Rails	Rail fastenings and joints	Special work	Underground construction	Roadway and track labor	Paving	Miscellaneous roadway and track expenses
\$88,805 32	\$23,554 77	\$19,834 42	.....	\$278,640 21	.....	\$29,853 40
64,799 08	11,901 68	8,195 30	.....	158,649 17	.....	14,194 74
24,006 24	11,653 12	17,639 12	.....	121,991 04	.....	16,658 68
16,664 42	3,539 12	524 15	.....	29,516 87	.....	1,586 37
\$105,469 74	\$27,093 89	\$20,358 57	.....	\$308,157 08	.....	\$31,439 77
\$13,614 59	\$16,358 91	\$15,181 45	.....	\$125,081 07	\$540 04	\$8,379 26
38,634 23	31,830 53	60,382 91	.....	186,693 93	228,828 40	41,868 19
121 04	136 66	2 36	.....	1,174 31	.....	95 12
8,389 83	6,859 51	12,804 43	.....	40,557 95	50,419 52	8,871 06
9,238 17	7,475 16	14,282 26	.....	43,572 09	54,314 12	9,679 76
355 87	273 44	536 67	.....	1,532 69	1,897 93	329 71
23,878 93	19,964 76	37,326 02	.....	117,463 62	129,314 71	25,421 40
2,003 86	1,695 93	2,873 30	.....	12,130 66	5,583 94	1,320 30
\$96,236 51	\$84,584 90	\$142,889 40	.....	\$528,196 23	\$470,896 66	\$95,964 79
\$14,576 10	\$14,598 23	\$34,458 82	\$18,840 93	\$192,014 53	\$293,867 97	\$21,387 18
14,381 53	14,380 43	33,187 95	18,840 93	186,545 80	241,930 44	20,606 00
194 57	277 80	1,270 87	.....	5,469 03	51,937 53	781 18
.....	249 45	918 52	3,851 13	11,215 17	15,689 65	300 30
21,514 61	11,034 31	11,215 39	24,737 35	32,089 40	104,795 72	9,947 96
399 92	1,209 56	3,278 84	310 92	3,849 14	6,462 38	516 92
4,441 92	6,595 44	8,299 95	3,072 48	20,881 11	30,187 82	3,523 92
1,514 88	729 82	5,196 63	854 04	5,994 47	28,992 15	466 78
.....	61 64	7 99	.....	766 89	4,880 80	92 07
\$42,446 53	\$34,469 45	\$63,306 14	\$51,666 85	\$266,810 71	\$484,876 49	\$36,235 13
\$19 94	\$145 84	\$21 94	.....	\$9,195 94	\$7,249 83	\$106 68
621 54	.....	.....	.....	734 84	5 28	3 50
52 49	224 01	25 08	.....	1,420 57	2,498 72	25 60
19,058 31	15,935 25	11,027 66	.....	53,999 07	74,983 84	2,596 14
11,382 95	3,267 71	1,956 21	.....	10,917 41	29,022 34	143 72
\$31,135 14	\$19,572 81	\$13,030 89	.....	\$76,267 83	\$113,760 91	\$2,877 64
\$7,253 84	\$2,362 33	\$5,092 06	.....	\$33,520 41	\$25,324 93	\$3,266 37
\$282,541 76	\$168,083 38	\$244,677 06	\$51,666 85	\$1,212,952 26	\$1,094,860 09	\$169,783 70

Duplications.— There are certain inter-company payments which result in duplications to a small extent in the totals for the city as a whole. These are due chiefly to operating rents and the purchase and exchange of power.

¹ Maintenance is done under contract by the Transit Development Company (a subsidiary of the B. R. T. Co.) for the operating companies of the B. R. T. system. The Transit Development Company does not make any distinction between individual companies when performing maintenance work under this contract, except that separation is made of work done on surface and elevated lines. Maintenance work is charged each month to each company in proportion to its car mileage, surface or elevated. The Transit Development Company receives as compensation a profit of 5 per cent on maintenance work, but actual cost for other disbursements.

² Includes all of the Manhattan surface roads except Brooklyn & North River.

TABLE XIV. Operating expenses, 1916: (A) Complete details for

OPERATING STREET RAILWAYS	MAINTENANCE		
	Cleaning and sanding track	Removal of snow, ice and sand	Repairs of tunnels
Interborough Rapid Transit.....	\$3,302 67	\$5,376 80	\$103,132 82
Rapid Transit (Subway div.).....	1,977 57	772 98	103,132 82
Manhattan (Elevated div.).....	1,325 30	4,603 91	
Hudson & Manhattan.....	19,335 80	1,331 07	45,729 62
Total.....	\$22,638 47	\$6,707 96	\$148,862 44
BROOKLYN RAPID TRANSIT ¹			
New York Consolidated.....	\$4,895 50	\$26,237 61	\$6,443 11
Brooklyn Heights.....	22,243 40	59,976 90	80 89
Bridge Operating.....	474 72		
Brooklyn, Queens Co. & Sub.....	4,993 24	12,978 05	17 64
Coney Island & Brooklyn.....	5,092 43	13,165 13	18 14
Coney Island & Gravesend.....	155 69	419 90	62
Nassau Electric.....	13,151 57	36,757 43	298 41
South Brooklyn.....	983 85	2,127 23	246 40
Total.....	\$51,990 40	\$151,652 25	\$7,105 21
MANHATTAN SURFACE			
New York Railways.....	\$95,923 01	\$149,022 65	\$693 49
Electric.....	90,863 53	143,786 84	693 49
Horse and storage-battery.....	5,069 48	5,235 81	
Second Avenue, Receiver.....	5,230 48	8,649 29	
Third Avenue.....	12,954 29	27,449 32	
Dry Dock, E. B'way & B., Recr.....	4,327 89	13,072 60	
42d St., Manh. & St. N. Ave.....	7,079 28	14,640 22	
Belt Line.....	3,480 78	11,518 35	
Mid-Corastown.....	715 35	4,861 61	
Total.....	\$129,702 08	\$229,214 04	\$693 49
BRONX SURFACE			
N. Y. City Interborough.....	\$2,124 90	\$8,074 69	
Pelham Park & City Island.....		714 49	
Southern Boulevard.....	1,380 71	3,710 95	
Union.....	12,449 41	41,624 41	
Westchester Electric.....	2,035 15	1,529 58	
Total.....	\$17,990 17	\$55,654 12	
OTHER CLASS A ROAD			
New York & Queens County.....	\$11,538 73	\$4,537 73	
Grand total.....	\$233,859 85	\$447,766 10	\$156,661 14

¹ See note 1 on first double-page of this table.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 365

corporations using class A classification (the most detailed) — Continued

OF WAY AND STRUCTURES — Continued

Repairs of elevated structures and foundations	Repairs of bridges, trestles and culverts	Repairs of crossings, fences and signs	Repairs of signal and interlocking systems	Telephone and telegraph repairs	Other miscellaneous way expenses	Pole and fixture repairs	Underground conduit repairs
\$173,840 26	\$4,974 32		\$197,057 06	\$19,840 69	\$12,365 75		\$12,958 60
11,692 30	105 66		136,941 65	9,363 46	1,799 10		5,777 27
169,147 96	4,868 66		60,115 41	10,477 23	10,566 65		7,181 33
			31,736 93	1,733 47	2,646 55		
\$173,840 26	\$4,974 32		\$228,793 99	\$21,574 16	\$15,012 30		\$12,958 60
\$31,985 50	\$2,450 67	\$9,496 70	\$51,074 25	\$2,598 76	\$7,469 78	\$1,273 88	\$843 99
	1,260 34	528 71	9,383 43	175 81	3,555 69	4,442 48	3,732 03
			115 59	8 72			
	273 75	106 10	2,023 27	37 97	741 70	967 75	805 29
	282 27	117 24	1,744 02	39 57	832 72	1,002 03	858 84
	9 67	3 87	59 57	1 35	29 34	34 36	30 72
1,421 16	877 33	751 74	6,867 79	223 24	2,425 21	2,720 22	2,300 56
1,519 17	133 60	484 63	2,440 65	117 17	421 95	507 96	132 62
\$34,925 83	\$5,287 63	\$11,488 99	\$73,708 57	\$3,202 59	\$15,446 29	\$10,948 68	\$8,704 05
		\$231 61		Cr \$2,502 81			\$8,853 67
		224 49		Cr 2,375 80			8,853 67
		7 12		Cr 127 61			
					\$5,294 83		450 00
					456 61		25 31
					2,345 80		63 78
					479 39		
					81 71		
		\$231 61		Cr \$2,502 81	\$8,658 34		\$9,392 76
					\$112 01	\$414 57	
					65 22	391 82	
	\$550 00				3,211 02	8,453 86	\$210 01
	1,074 23		\$172 64		866 10	4,470 53	2,370 76
	\$1,624 23		\$172 64		\$4,254 35	\$13,730 78	\$2,580 77
	\$1,521 61	\$129 94	\$1,015 74	\$1,401 32	\$764 22	\$1,822 97	\$548 61
\$208,766 09	\$13,407 79	\$11,850 54	\$303,690 94	\$23,675 26	\$44,135 50	\$26,502 43	\$34,184 79

¹ Includes all of the Manhattan surface roads except Brooklyn & North River.

TABLE XIV. Operating expenses, 1916: (A) Complete details for

OPERATING STREET RAILWAYS	MAINTENANCE		
	Transmission system repairs	Distribution system repairs	Miscellaneous electric-line expenses
Interborough Rapid Transit.....	\$21,089 06	\$31,280 11	\$15,043 96
Rapid Transit (Subway div.).....	12,206 98	58,768 98	Cr 88 38
Manhattan (Elevated div.).....	8,882 08	22,511 13	15,132 22
Hudson & Manhattan.....	11 23	11,485 39	1,613 99
Total.....	\$21,100 29	\$92,765 50	\$16,657 95
BROOKLYN RAPID TRANSIT ¹			
New York Consolidated.....	\$2,253 86	\$30,289 22	\$1,865 03
Brooklyn Heights.....	2,181 29	43,569 94	14,554 28
Bridge Operating.....		1,183 16	
Brooklyn, Queens Co. & Sub.....	469 77	10,412 54	2,988 03
Coney Island & Brooklyn.....	497 51	10,141 49	3,164 77
Coney Island & Gravesend.....	17 27	344 12	111 10
Nassau Electric.....	1,431 93	27,081 03	8,451 02
South Brooklyn.....	144 52	2,626 54	406 15
Total.....	\$6,996 15	\$125,648 04	\$31,540 38
MANHATTAN SURFACE			
New York Railways.....	\$2,455 32	\$118,913 12	Cr \$3 09
Electric.....	2,455 32	118,913 12	Cr 3 00
Horse and storage-battery.....			
Second Avenue, Receiver.....		12,310 35	7,534 26
Third Avenue.....		10,235 96	
Dry Dock, E. B'way & B., Rec'r.....		2,424 18	
42d St., Manh. & St. N. Ave.....		7,928 99	
Belt Line.....		2,880 88	1 75
Mid-Crosstown.....			
Total ⁴	\$2,455 32	\$154,193 48	\$7,533 01
BRONX SURFACE			
N. Y. City Interborough.....		\$2,295 48	\$3 60
Pelham Park & City Island.....		156 21	
Southern Boulevard.....		994 47	2 55
Union.....	Cr \$3 93	23,872 77	423 65
Westchester Electric.....	66 63	5,374 59	28 92
Total.....	\$57 70	\$32,193 52	\$458 72
OTHER CLASS A ROAD			
New York & Queens County.....	\$1,564 51	\$21,626 27	\$1,311 96
Grand total.....	\$32,173 97	\$426,426 81	\$57,502 01

* See note on Depreciation on first double-page of this table.

¹ See note 1 on first double-page of this table.

² Credit entries (Cr.) indicate that the expenditures for maintenance have exceeded the estimated depreciation (including maintenance), the excess being drawn from the depreciation reserve.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 367

corporations using class A classification (the most detailed) — Continued

OF WAY AND STRUCTURES — Concluded

REPAIRS OF BUILDINGS AND STRUCTURES			Joint way and structures, Dr	Joint way and structures, Cr	Depreciation of way and structures ¹	Total
Power-plant (including substation buildings)	Other buildings and structures	Total				
\$23,330 60	\$264,743 83	\$288,074 43	.....	.....	\$288,103 01	\$1,827,319 67
8,177 58	116,001 84	124,178 76	.....	.....	89,846 03	897,223 59
15,153 08	148,742 59	163,895 67	.....	.....	198,866 98	830,098 08
3,913 61	27,969 55	31,883 16	\$6,305 94	.....	61,745 04	282,997 97
\$27,244 21	\$292,713 38	\$319,957 59	\$6,305 94	.....	\$349,848 05	\$2,110,317 64
.....	\$64,171 29	\$64,171 29	.....	Cr \$1,327 82	\$98,026 43	\$593,429 96
.....	32,736 08	32,736 08	.....	.....	62,189 22	945,167 23
.....	111 39	111 39	.....	.....	.....	3,423 07
.....	7,096 91	7,096 91	.....	.....	10,896 17	203,510 09
.....	7,552 30	7,552 30	.....	.....	Cr 3,565 59	201,807 94
.....	266 21	266 21	.....	.....	1,504 09	8,729 46
.....	22,592 20	22,592 20	.....	.....	47,816 23	590,264 29
.....	11,524 16	11,524 16	\$1,327 82	.....	18,542 61	75,229 67
.....	\$146,060 54	\$146,060 54	\$1,327 82	Cr \$1,327 82	\$235,411 16	\$3,621,561 71
\$6,493 70	\$58,341 22	\$64,834 92	\$9,402 90	Cr \$56,303 58	\$569,475 26	\$1,611,831 23
6,187 76	51,754 92	57,942 68	9,402 90	Cr 56,303 58	571,910 58	1,534,642 83
306 94	6,586 30	6,893 24	.....	.....	Cr 2,436 30	77,188 40
.....	2,600 19	2,600 19	3,187 30	Cr 1,980 24	.....	72,043 80
448 00	26,643 41	27,091 41	755 44	Cr 4,112 11	(²)	318,276 66
.....	3,085 07	3,085 07	7,000 56	.....	(²)	50,187 41
.....	1,837 83	1,837 83	13,704 23	.....	(²)	136,061 01
.....	8,985 25	8,985 25	2,482 83	.....	(²)	76,739 46
.....	.....	.....	.....	.....	\$3,000 00	15,076 91
\$6,941 70	\$191,492 97	\$198,434 67	\$36,533 26	Cr \$62,395 93	\$572,475 26	\$2,280,206 48
.....	.....	.....	\$1,912 15	.....	(²)	\$33,868 18
.....	.....	.....	.....	.....	.....	\$2,358 95
.....	.....	.....	.....	.....	\$3,520 00	14,677 58
\$49 67	\$6,878 00	\$6,927 67	12,268 45	Cr \$22,421 98	(²)	299,587 14
23 35	602 78	626 13	12,012 35	Cr 8,959 10	(²)	88,634 19
\$83 02	\$7,480 78	\$7,563 80	\$26,192 95	Cr \$31,372 08	\$3,520 20	\$439,126 04
\$401 96	\$3,364 33	\$3,766 34	\$396 06	Cr \$619 48	\$225,327 39	\$368,825 40
\$34,670 89	\$551,102 05	\$585,772 94	\$70,766 03	Cr \$95,715 31	\$1,385,581 86	\$7,820,037 27

¹ Depreciation is not segregated between (1) equipment and (2) way and structures by companies of the Third Avenue system. The entire charge is tabulated under depreciation of equipment except for the Southern Boulevard and Mid-Crosstown, which companies have only way and structures upon which to accrue depreciation. No reservation was made by companies of the Third Avenue system in the last six months of the fiscal year.

² Includes all of the Manhattan surface roads except Brooklyn & North River.

TABLE XIV. Operating expenses, 1916: (A) Complete details for

OPERATING STREET RAILWAYS			
	Superin- tendence of equipment	Repairs of furnaces, boilers and accessories	Repairs of steam engines
Interborough Rapid Transit.....	\$132,631 85	\$92,607 44	\$13,277 02
Rapid Transit (Subway div.).....	58,800 61	50,698 44	9,129 59
Manhattan (Elevated div.).....	73,830 84	41,915 00	4,147 43
Hudson & Manhattan.....	8,498 34	13,283 49	4,121 40
Total.....	\$141,129 69	\$105,890 93	\$17,398 42
BROOKLYN RAPID TRANSIT ¹			
New York Consolidated.....	\$15,743 85	.....	.....
Brooklyn Heights.....	13,482 95	.....	.....
Bridge Operating.....	.....	.....	.....
Brooklyn, Queens Co. & Sub.....	2,862 58	.....	.....
Coney Island & Brooklyn.....	3,035 46	.....	.....
Coney Island & Gravesend.....	106 74	.....	.....
Nassau Electric.....	8,731 98	.....	.....
South Brooklyn.....	2,379 24	.....	.....
Total.....	\$46,272 80	.....	.....
MANHATTAN SURFACE			
New York Railways.....	\$59,457 88	\$8,010 48	\$2,224 92
Electric.....	58,583 99	8,010 48	2,224 92
Horse and storage battery.....	8,873 84	.....	.....
Second Avenue, Receiver.....	1,727 00	.....	.....
Third Avenue.....	4,357 92	.....	.....
Dry Dock, E. B'way & B., Recr.....	926 30	.....	.....
42d St., Manh. & St. N. Ave.....	1,940 30	.....	.....
Belt Line.....	1,250 07	.....	.....
Mid-Crosstown.....	219 15	.....	.....
Total ²	\$60,878 57	\$8,010 48	\$2,224 92
BRONX SURFACE			
N. Y. City Interborough.....	\$1,607 98	.....	.....
Pelham Park & City Island.....	69 71	.....	.....
Southern Boulevard.....	511 00	.....	.....
Union.....	6,611 76	.....	.....
Westchester Electric.....	385 90	.....	.....
Total.....	\$9,186 35	.....	.....
OTHER CLASS A ROAD			
New York & Queens County.....	\$7,923 48	.....	.....
Grand total.....	\$274,390 89	\$113,901 41	\$19,623 34

¹ See note 1 on first double-page of this table.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 369

corporations using class A classification (the most detailed) — Continued

MAINTENANCE OF EQUIPMENT

Repairs of power-plant electric equipment	Repairs of miscellaneous power-plant equipment	Repairs of sub-station equipment	Repairs of passenger and combination cars	Repairs of freight, express and mail cars	Repairs of locomotives	Repairs of service cars
\$20,665 14	\$6,595 00	\$98,451 73	\$981,991 38	.....	\$2,379 26	\$8,377 16
3,568 36	3,766 70	7,501 36	515,018 59	.....	.....	5,049 03
17,096 78	2,828 30	80,950 37	448,078 49	.....	2,309 26	3,253 13
1,027 22	8,679 25	585 14	154,161 24	.....	.....	389 77
\$21,692 36	\$15,274 25	\$89,036 87	\$1,115,252 32	.....	\$2,309 26	\$8,696 93
.....	.....	.....	\$348,822 72	.....	\$151 93	\$5,596 23
.....	.....	.....	318,719 73	.....	.....	14,815 68
.....	.....	.....	2,673 71	.....	.....	.....
.....	.....	.....	68,343 29	.....	.....	3,208 51
.....	.....	.....	72,838 06	.....	.....	3,363 64
.....	.....	.....	2,527 97	.....	.....	118 21
.....	.....	.....	208,221 86	.....	6 33	9,135 19
.....	.....	.....	15,180 80	\$30,867 45	398 06	337 56
.....	.....	.....	\$1,037,298 14	\$37,867 45	\$556 32	\$36,575 72
\$2,564 95	\$324 38	\$5,667 32	\$413,907 69	.....	.....	\$3,269 60
2,564 95	324 38	5,640 68	393,770 88	.....	.....	2,746 21
.....	.....	86 64	20,136 81	.....	.....	623 39
.....	.....	.....	41,450 84	.....	.....	79 37
.....	.....	6,557 41	84,053 86	.....	.....	3,652 28
.....	.....	387 91	16,204 19	.....	.....	1,032 74
.....	.....	.....	36,053 13	.....	.....	1,795 18
.....	.....	48 95	22,242 86	.....	.....	1,761 12
.....	.....	.....	3,806 28	.....	.....	437 42
\$2,564 95	\$324 38	\$12,661 59	\$617,718 85	.....	.....	\$12,027 81
.....	.....	.....	\$24,025 93	.....	.....	\$783 23
.....	.....	Cr 89 28	1,135 82	.....	.....	130 99
.....	.....	.....	7,642 73	.....	.....	234 43
.....	.....	738 02	99,041 10	.....	.....	3,152 97
.....	.....	15 81	14,044 51	.....	.....	366 60
.....	.....	\$744 55	\$145,890 09	.....	.....	\$4,668 22
.....	.....	\$785 15	\$75,277 98	\$0 33	.....	\$2,735 76
\$24,257 81	\$15,598 63	\$113,238 16	\$2,991,437 38	\$30,867 78	\$2,865 58	\$64,703 74

* Includes all Manhattan surface roads except Brooklyn & North River.

TABLE XIV. Operating expenses, 1916: (A) Complete details for

OPERATING STREET RAILWAYS			
	Repairs of electric motive equipment of cars	Repairs of electric equipment of locomotives	Repairs of shop machinery and tools
Interborough Rapid Transit.....	\$499,168 79		\$19,580 98
Rapid Transit (Subway div.).....	268,958 36		3,018 61
Manhattan (Elevated div.).....	230,209 73		16,571 47
Hudson & Manhattan.....	13,145 51		5,127 44
Total.....	\$512,313 60		\$34,717 52
BROOKLYN RAPID TRANSIT ²			
New York Consolidated.....	\$256,094 95	\$270 77	\$31,774 03
Brooklyn Heights.....	176,258 13		4,869 40
Bridge Operating.....	2,639 61		
Brooklyn, Queens Co. & Sub.....	37,789 89		1,045 97
Coney Island & Brooklyn.....	40,623 43		1,139 79
Coney Island & Gravesend.....	1,441 44		42 09
Nassau Electric.....	118,153 30	12 01	3,912 62
South Brooklyn.....	30,308 41	2,397 71	1,265 46
Total.....	\$663,379 16	\$2,680 49	\$34,049 36
MANHATTAN SURFACE			
New York Railways.....	\$279,897 88		\$8,460 04
Electric.....	235,928 93		8,032 80
Horse and storage-battery.....	34,868 95		427 14
Second Avenue, Receiver.....	4,894 29		
Third Avenue.....	54,560 65		3,169 85
Dry Dock, E. B'way & B., Recr.....	8,336 92		626 30
42d St., Manh. & St. N. Ave.....	21,295 48		1,368 73
Belt Line.....	9,069 48		879 16
Mid-Crosstown.....	771 88		154 86
Total ⁴	\$369,826 58		\$14,658 96
BRONX SURFACE			
N. Y. City Interborough.....	\$9,614 01		\$1 30
Pelham Park & City Island.....	236 14		48 60
Southern Boulevard.....	3,262 05		42
Union.....	39,671 39		5 53
Westchester Electric.....	5,164 53		28 41
Total.....	\$57,748 03		\$84 26
OTHER CLASS A ROAD			
New York & Queens County.....	\$47,351 39		\$680 41
Grand total.....	\$1,650,548 76	\$2,680 49	\$74,390 51

* See note on Depreciation on first double-page of this table.

¹ See note 2 under caption, Depreciation of ways and structures, on first double-page of this table.² See note 1 on first double-page of this table.³ Excess of Rent for shop facilities over Expense.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 371

corporations using class A classification (the most detailed) — Continued

MAINTENANCE OF EQUIPMENT — Concluded

Shop expenses	Repairs of vehicles	Other miscellaneous equipment expenses	Maintaining joint equipment, Dr	Maintaining joint equipment, Cr	Depreciation of equipment ¹	Total
\$233,072 09	\$4,590 91	\$39,983 10	.....	.....	\$331,123 48	\$2,463,461 93
79,078 80	8,895 45	35,776 78	.....	.....	301,894 84	1,344,549 36
153,893 29	8,895 45	4,806 38	.....	.....	29,827 64	1,118,912 57
19,114 95	.....	7 39	.....	Cr \$17,935 04	63,271 92	273,478 02
\$252,187 04	\$4,590 91	\$39,990 49	.....	Cr \$17,935 04	\$394,394 47	\$2,736,939 95
\$151,492 37	\$7,733 27	\$1 71	.....	.....	\$32,463 11	\$390,144 94
65,170 08	9,229 89	Cr 21 81	.....	Cr \$1,214 97	141,322 35	742,631 43
245 47	.....	.....	.....	.....	.....	*5,558 79
22,361 36	1,990 57	Cr 20 46	.....	Cr 262 15	22,296 20	159,615 76
23,606 67	2,115 58	Cr 20 24	.....	Cr 278 36	12,979 34	158,563 37
831 64	74 72	Cr 59	.....	Cr 9 82	1,714 24	6,846 64
69,248 39	5,937 67	Cr 55 21	.....	Cr 734 70	41,209 63	463,779 07
* Cr 9,782 53	351 15	06	.....	.....	Cr 5,011 69	68,621 68
\$223,263 45	\$27,432 85	Cr \$116 54	.....	Cr \$2,500 00	\$296,073 18	\$2,495,761 68
\$46,791 11	\$26,645 02	\$7,695 05	.....	.....	\$275,158 74	\$1,181,075 01
45,356 98	25,328 64	7,690 14	.....	.....	317,088 97	1,111,293 06
1,434 13	1,316 38	4 91	.....	.....	Cr 41,830 23	19,781 96
3,879 26	348 24	.....	.....	.....	.....	*52,379 00
10,023 12	11,052 07	105 85	.....	Cr \$15,164 64	* 114,751 07	277,119 47
1,992 44	170 50	.....	.....	.....	* 13,500 00	43,177 30
4,360 90	804 00	.....	\$15,164 64	.....	* 33,480 00	116,262 38
2,894 65	316 75	.....	.....	.....	* 30,000 00	68,463 04
495 60	24 00	.....	.....	.....	(^b)	5,909 19
\$70,437 08	\$39,360 58	\$7,800 90	\$15,164 64	Cr \$15,164 64	* \$466,889 74	\$1,694,385 39
\$506 84	\$288 25	.....	.....	.....	* \$15,000 00	\$51,827 54
154 02	6 00	.....	.....	.....	.....	* 1,772 00
161 95	95 25	.....	.....	.....	(^c)	11,707 83
2,093 21	7,161 29	.....	.....	.....	* 52,020 70	210,495 18
159 93	359 52	.....	.....	.....	* 15,000 00	35,525 21
\$3,075 95	\$7,910 31	.....	.....	.....	* \$32,020 00	\$311,327 76
\$7,180 22	\$1,292 77	Cr \$13 37	.....	.....	\$40,998 58	\$184,412 70
\$556,143 74	\$80,587 42	\$47,661 48	\$15,164 64	Cr \$35,599 68	* \$1,280,375 90	\$7,422,827 48

¹ Includes depreciation of way and structures not segregated. No reservation for depreciation was made by companies of the Third Avenue system during the last half of the fiscal year. See note 3 under caption, Depreciation of way and structures, page 367.

² See note 3 under caption, Depreciation of way and structures, page 367.

³ Includes all Manhattan surface roads, except Brooklyn & North River.

⁴ See notes 4 and 5 on this page.

TABLE XIV. Operating expenses, 1916: (A) Complete details for

OPERATING STREET RAILWAYS	TRANSPORTATION EXPENSES —			
	Power-plant labor	Fuel for power	Water for power	Lubricants for power
Interborough Rapid Transit.....	\$362,251 84	\$1,716,696 56	\$32,232 50	\$17,639 49
Rapid Transit (Subway div.).....	207,784 82	1,066,311 70	25,077 82	13,359 00
Manhattan (Elevated div.).....	154,467 02	660,384 86	7,154 63	4,270 49
Hudson & Manhattan.....	90,773 83	138,641 26	7,451 20	1,427 14
Total.....	\$443,025 67	\$1,855,337 82	\$39,683 79	\$19,056 63
BROOKLYN RAPID TRANSIT				
New York Consolidated.....				
Brooklyn Heights.....				
Bridge Operating.....				
Brooklyn, Queens Co. & Sub.....				
Coney Island & Brooklyn.....				
Coney Island & Gravesend.....				
Nassau Electric.....				
South Brooklyn.....				
Total.....				
MANHATTAN SURFACE				
New York Railways.....	\$36,806 13	\$43,302 33	\$6,251 54	\$825 00
Electric.....	36,806 13	43,302 33	6,251 54	825 00
Horse and storage-battery.....				
Second Avenue, Receiver.....				
Third Avenue.....				
Dry Dock, E. B'way & B., Recr.....				
42d St., Manh. & St. N. Ave.....				
Belt Line.....				
Mid-Crosstown.....				
Total ¹	\$36,806 13	\$43,302 33	\$6,251 54	\$825 00
BRONX SURFACE				
N. Y. City Interborough.....				
Pelham Park & City Island.....				
Southern Boulevard.....				
Union.....				
Westchester Electric.....				
Total.....				
OTHER CLASS A ROAD				
New York & Queens County.....				
Grand total.....	\$479,831 80	\$1,898,640 15	\$45,935 24	\$19,881 63

¹ Several items in this column include purchases of power from other operating railways, which report offsetting operating revenue items in Table XIII under "Sale of power." To this extent the total expenditures shown include an element that is not additional or new expense to the street railways of the city as a whole. For details, see text Table 11, page 50.

² Horse power—revenue car service, composed of the following items: Wages of stablemen, \$25,639.74; provender, \$27,420.07; horseshoeing, \$3,887.44; harness and other horse equipment,

TABULATIONS FROM RETURNS OF STREET RAILWAYS 373

corporations using class A classification (the most detailed) — Continued

OPERATION OF POWER PLANT (INCL. ANIMAL POWER)

Miscellaneous power-plant supplies and expenses	Sub-station labor	Sub-station supplies and expenses	Power purchased ¹	Power exchanged — balance (incl. other operations)	Horse-power and storage-battery maintenance (specified)	Total
\$62,735 44	\$129,416 80	\$9,438 90	.....	.....	.....	\$2,330,401 53
\$7,308 76	71,571 53	4,833 45	.....	Cr \$71,891 95	.....	1,354,955 13
\$5,436 68	57,845 27	4,605 45	.....	Dr 71,291 95	.....	975,446 40
5,755 23	16,825 88	1,056 33	.....	Cr \$ 80,621 79	.....	171,309 08
\$68,490 67	\$146,242 68	\$10,495 23	.....	Cr \$80,621 79	.....	\$2,501,710 61
.....	.....	.....	\$1,553,417 29	.....	.....	\$1,553,417 29
.....	.....	.....	519,100 46	.....	.....	519,100 46
.....	.....	.....	51,138 36	.....	.....	51,138 36
.....	.....	.....	125,251 28	.....	.....	125,251 28
.....	.....	.....	148,900 08	.....	.....	148,900 08
.....	.....	.....	6,345 26	.....	.....	6,345 26
.....	.....	.....	574,666 60	.....	.....	574,666 60
.....	.....	.....	66,804 21	.....	.....	66,804 21
.....	.....	.....	\$3,045,623 54	.....	.....	\$3,045,623 54
\$6,153 99	\$47,351 62	\$2,726 44	\$681,531 71	Cr \$72,230 86	* \$82,425 46	\$835,143 36
6,153 99	44,415 91	2,610 19	681,531 71	Cr 72,230 86	.....	749,665 94
.....	2,935 71	116 25	.....	.....	* \$2,435 46	85,477 42
.....	.....	.....	95,725 12	.....	.....	95,725 12
.....	17,299 57	931 98	593,672 74	Dr 15,269 28	.....	627,173 57
.....	682 11	475 59	53,174 78	.....	* 14,660 56	68,993 04
.....	787 94	.....	164,194 90	.....	* 10,793 40	175,686 24
.....	1,248 40	.....	57,826 52	.....	* 33,343 62	92,418 54
.....	455 17	.....	5,744 15	.....	* 11,566 21	17,765 53
\$6,153 99	\$67,824 81	\$4,134 01	\$1,651,779 92	Cr \$56,961 58	\$152,789 25	\$1,912,905 40
.....	.....	.....	\$89,572 96	.....	.....	\$89,572 96
.....	\$542 29	\$318 98	3,319 24	.....	* \$3,840 23	8,027 74
.....	.....	.....	29,940 66	.....	.....	29,940 66
.....	10,822 52	1,094 18	399,679 87	Cr \$195,167 07	.....	305,929 50
.....	5,177 08	140 84	88,600 00	Cr 9,377 05	.....	84,540 87
.....	\$16,041 89	\$1,554 00	\$611,112 73	Cr \$114,544 12	\$3,840 23	\$518,004 73
.....
.....	\$7,993 97	\$589 97	\$195,012 83	.....	.....	\$203,596 77
\$74,644 66	\$238,103 35	\$16,773 21	\$5,503,529 02	Cr \$252,127 49	\$156,629 48	\$8,181,841 05

\$1,744.52, and stable supplies and expenses, \$3,733.69. For storage-battery items for this company, see columns 6 and 7.

¹ Storage-battery maintenance and expenses.

² Includes all Manhattan surface roads except Brooklyn & North River.

³ Composed of Other operations — Cr. \$80,669.79, and Power exchanged — balanced, Dr., \$48.

TABLE XIV. Operating expenses, 1916: (A) Complete details for

OPERATING STREET RAILWAYS	TRANSPORTATION		
	Superintend- ence of transportation	Passenger Motormen	Horse-car drivers
Interborough Rapid Transit	\$237,815 98	\$813,151 29	.....
Rapid Transit (Subway div.).....	90,183 00	890,864 84	.....
Manhattan (Elevated div.).....	147,498 88	522,196 85	.....
Hudson & Manhattan.....	49,632 41	107,527 45	.....
Total.....	\$237,248 29	\$920,578 64	.....
IN RAPID TRANSIT			
.....	\$110,956 85	\$369,811 00	.....
.....	212,965 94	978,917 24	.....
.....	8,643 38	26,153 15	.....
b.....	50,482 04	195,569 91	.....
.....	52,642 65	197,572 28	.....
.....	2,333 97	8,274 91	.....
.....	143,089 19	595,985 65	.....
.....	44,891 85	25,621 62	.....
Total.....	\$626,695 87	\$2,407,905 77	.....
MANHATTAN SURFACE			
New York Railways.....	\$296,712 29	\$1,341,811 19	\$39,325 04
Electric.....	874,541 45	1,308,008 71	.....
Horse and storage-battery.....	21,748 84	46,905 48	30,225 04
Second Avenue, Receiver.....	23,146 98	117,311 95	.....
Third Avenue.....	34,560 51	243,111 10	.....
Dry Dock, E. B'way & B., Recr.....	12,774 98	61,379 28	.....
42d St., Manh. & St. N. Ave.....	34,816 31	166,794 04	.....
Belt Line.....	17,112 67	82,444 12	.....
Mid-Crosstown.....	2,278 13	16,364 81	.....
Total ¹	\$420,333 06	\$2,764,166 50	\$30,325 04
BROOK SURFACE			
N. Y. City Interborough.....	\$10,977 89	\$33,416 09	.....
Pelham Park & City Island.....	1,505 31	4,845 50	.....
Southern Boulevard.....	5,131 37	25,120 85	.....
Union.....	62,371 56	335,991 30	.....
Westchester Electric.....	11,101 76	80,332 19	.....
Total.....	\$91,067 89	\$529,723 94	.....
OTHER CLASS A ROAD			
New York & Queens County.....	\$32,305 24	\$166,414 12	.....
Grand total.....	\$1,478,669 46	\$6,082,899 17	\$30,325 04

¹ Includes conductors, guards and other passenger trainmen, except motormen, who are shown separately.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 375

corporations using class A classification (the most detailed) — Continued

EXPENSES — OPERATION OF CARS

Surface-car conductors	Elevated and subway trainmen ¹	Freight and express motormen and trainmen	Miscellaneous car-service employees	Miscellaneous car-service expenses	Station employees	Station expenses
.....	\$2,436,223 79	.....	\$20,056 80	\$164,297 32	\$1,540,568 68	\$129,620 94
.....	1,058,884 16	.....	5,464 19	89,199 48	579,691 37	52,354 82
.....	1,377,939 63	.....	14,592 61	75,097 90	960,947 31	77,266 12
\$75,018 10	140,021 19	.....	30,218 51	18,675 60	157,703 60	16,936 68
\$75,018 10	\$2,576,244 98	.....	\$50,276 31	\$182,972 92	\$1,698,272 28	\$146,557 62
.....	\$720,910 08	.....	\$109,649 57	\$72,345 08	\$361,185 07	\$43,921 96
\$961,382 79	.....	.....	48,479 65	66,811 81	3,940 45	5,009 93
25,630 30	.....	.....	2,027 31	1,127 15	12,783 09	4,175 76
194,097 90	.....	.....	9,281 19	13,352 88	949 94	5,071 77
194,464 41	.....	.....	13,273 09	15,345 64	1,052 74	1,215 22
8,257 01	.....	.....	167 59	451 48	.....	2 68
561,135 75	27,038 07	.....	41,065 24	42,952 63	42,486 09	2,799 00
18,666 66	16,943 09	\$119,234 75	9,526 50	6,186 30	30,366 91	4,107 38
\$1,963,624 82	\$764,891 84	\$119,234 75	\$223,450 14	\$218,572 97	\$452,763 39	\$66,394 29
\$1,248,330 63	.....	.....	\$70,514 22	\$136,496 47	.....	.....
1,808,097 50	.....	.....	67,081 11	187,427 61	.....	.....
90,833 13	.....	.....	3,433 11	9,068 86	.....	.....
110,179 69	.....	.....	16,861 98	13,180 28	.....	.....
227,457 49	.....	.....	14,046 26	16,032 60	.....	.....
56,034 21	.....	.....	6,086 07	3,150 12	.....	.....
154,813 59	.....	.....	23,251 35	8,241 83	.....	.....
86,448 50	.....	.....	2,693 81	4,810 94	.....	.....
16,376 65	.....	.....	196 44	738 61	.....	.....
\$1,939,640 76	.....	.....	\$133,650 13	\$182,660 85	.....	.....
882,091 78	.....	.....	\$6,440 84	\$4,658 77	.....	.....
4,833 36	.....	.....	496 60	792 19	.....	\$36 10
24,456 72	.....	.....	1,130 19	1,382 17	\$118 99	23 71
226,660 72	.....	.....	14,079 14	16,031 01	1,541 73	307 87
79,900 26	.....	.....	3,910 54	3,901 24	5 30	417 47
\$517,942 84	.....	.....	\$26,057 31	\$26,765 29	\$1,666 02	\$785 15
\$162,686 04	.....	\$176 70	\$8,580 03	\$11,485 10	.....	.....
\$4,658,922 56	\$3,341,136 82	\$119,411 45	\$452,012 92	\$622,447 13	\$2,152,701 69	\$213,647 06

¹ Includes all Manhattan surface roads except Brooklyn & North River.

TABLE XIV. Operating expenses, 1916: (A) Complete details for

OPERATING STREET RAILWAYS	TRANSPORTATION	
	Car-house employees	Car-house expenses
Interborough Rapid Transit	\$202,234 50	\$36 13
Rapid Transit (Subway div.)	153,031 79	26 13
Manhattan (Elevated div.)	100,009 71	.....
Hudson & Manhattan	50,261 32	3,723 67
Total	\$321,405 82	\$39,740 89
BROOKLYN RAPID TRANSIT		
.....	\$61,240 00	\$413 05
.....	57,964 79	23,244 13
.....	689 03	36 02
Sub.	12,313 24	3,265 05
rd	12,323 62	4,030 56
md	614 23	111 05
.....	28,714 22	9,335 95
.....	8,633 00	1,026 50
Total	\$193,753 63	\$40,514 30
MANHATTAN SURFACE		
New York Railways	\$220,000 73	\$24,125 23
Electric	205,000 37	23,297 22
Horse and storage-battery	15,000 41	257 41
Second Avenue, Receiver	15,273 55	957 46
Third Avenue	25,266 35	9,184 12
Dry Dock, E. B'way & B., Rear	7,310 46	2,141 36
42d St., Manh. & St. N. Ave.	15,533 78	3,806 16
Belt Line	10,644 88	2,400 03
Mid-Crosstown	2,002 01	149 47
Total	\$307,129 93	\$42,903 73
BRONX SURFACE		
N. Y. City Interborough	\$7,022 25	\$223 16
Pelham Park & City Island	619 15	45 06
Southern Boulevard	2,223 16	312 56
Union	28,900 25	4,046 43
Westchester Electric	8,225 97	459 07
Total	\$47,001 48	\$5,087 73
OTHER CLASS A ROAD		
New York & Queens County	\$19,031 43	\$1,455 05
Grand total	\$588,412 28	\$94,579 35

* Includes all Manhattan surface roads except Brooklyn & North River.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 377

corporations using class A classification (the most detailed) — Continued

EXPENSES — OPERATION OF CARS — *Concluded*

Operation of signal and interlocking systems	Operation of telephone and telegraph systems	Loss and damage	Other transportation expenses	Joint operation of cars, Dr	Joint operation of cars, Cr	Total
\$358,829 72	\$15,650 10	.....	\$21,680 63	.....	.....	\$5,999,955 98
169,423 80	6,892 55	.....	5,818 79	.....	.....	2,491,394 68
199,406 88	8,657 55	.....	16,361 84	.....	.....	3,608,561 32
43,259 66	3,911 98	.....	659 65	\$4,198 75	Cr \$81,822 09	628,926 52
\$402,089 38	\$19,562 03	.....	\$22,340 28	\$4,198 75	Cr \$81,822 09	\$6,628,882 50
\$78,988 06	\$16,138 43	.....	\$749 02	.....	.....	\$1,946,310 29
3,400 54	5,757 86	.....	1,812 89	\$13,993 23	.....	2,383,681 30
120 56	461 90	.....	27	.....	.....	81,857 92
559 16	1,750 73	.....	397 69	.....	Cr \$21,989 37	465,107 76
61 72	1,337 88	.....	433 28	.....	.....	494,958 09
85	42 28	.....	10 45	.....	.....	20,267 37
5,299 46	3,960 68	.....	935 59	7,996 14	.....	1,522,844 28
7,108 02	3,602 50	\$384 72	469 84	.....	.....	306,490 02
\$95,548 97	\$33,052 26	\$384 72	\$4,809 03	\$21,989 37	Cr \$21,989 37	\$7,221,517 03
.....	\$4,146 70	.....	\$25,804 80	.....	.....	\$3,458,264 35
.....	3,942 12	.....	25,614 64	.....	.....	3,840,636 33
.....	204 58	.....	190 16	.....	.....	\$17,623 02
.....	.....	.....	6,835 28	.....	.....	303,758 39
.....	.....	.....	8,827 00	\$19,887 30	Cr \$5,510 31	602,962 43
.....	.....	.....	2,751 62	.....	.....	151,488 08
.....	.....	.....	6,800 08	5,510 31	Cr 19,887 30	399,769 13
.....	.....	.....	3,540 55	.....	.....	223,215 61
.....	.....	.....	77 04	.....	.....	40,183 16
.....	\$4,146 70	.....	\$54,636 37	\$25,397 61	Cr \$25,397 61	\$5,179,641 96
.....	.....	.....	\$52 30	.....	.....	\$195,642 68
.....	.....	.....	419 16	.....	.....	13,593 34
.....	.....	.....	435 62	.....	.....	60,364 65
.....	.....	.....	5,679 44	.....	.....	796,609 75
.....	.....	.....	204 13	.....	.....	188,497 93
.....	.....	.....	\$6,790 65	.....	.....	\$1,254,708 35
.....	\$584 17	.....	\$443 15	.....	.....	\$423,161 95
\$497,638 35	\$57,345 16	\$384 72	\$89,919 48	\$51,585 73	Cr \$129,208 98	\$20,707,910 89

TABLE XIV. Operating expenses, 1916: (A) Complete details¹ e-

OPERATING STREET RAILWAYS	ACCIDENTS AND DAMAGES			
	Claim-department expense	Medical expense	Claims for injuries to employees	Other injuries and damages
Interborough Rapid Transit.....	\$47,718 83	\$31,885 39	\$31,345 98	\$444,852 94
Rapid Transit (Subway div.).....				
Manhattan (Elevated div.).....				
Hudson & Manhattan.....	3,968 66	2,459 99	3,588 68	6,843 10
Total.....	\$51,687 49	\$34,345 38	\$34,834 66	\$451,696 04
BROOKLYN RAPID TRANSIT				
New York Consolidated.....	\$35,035 28	\$7,862 63	\$18,779 04	\$267,052 43
Brooklyn Heights.....	25,885 33	8,361 58	\$15,007 11	\$156,100 04
Bridge Operating.....		270 60		2,505 80
Brooklyn, Queens Co. & Sub.....	5,723 15	2,217 15	\$1,598 99	\$40,986 26
Coney Island & Brooklyn.....	5,844 24	1,916 56	\$6,038 24	\$37,623 35
Coney Island & Gravesend.....	203 14	106 93	\$44 17	\$1,819 04
Nassau Electric.....	17,299 38	5,511 15	\$8,434 10	\$112,657 41
South Brooklyn.....	1,615 59	492 82	\$443 06	\$17,192 23
Total.....	\$91,606 11	\$26,739 42	\$50,339 81	\$435,936 56
MANHATTAN SURFACE				
New York Railways.....	\$81,097 14	\$35,104 35	\$41,316 76	\$721,264 21
Electric.....	76,878 70	33,406 34	\$9,942 71	\$683,153 29
Horse and storage-battery.....	4,218 44	1,699 01	1,374 05	\$3,110 92
Second Avenue, Receiver.....	7,935 67	1,020 00	N. S.	\$15,905 34
Third Avenue.....	16,170 69	2,563 84	7,307 43	\$114,303 17
Dry Dock, E. B'way & B., Recr.....	3,691 43	444 00	354 50	\$33,182 74
42d St., Manh. & St. N. Ave.....	12,342 51	1,236 00	3,365 10	\$53,219 51
Belt Line.....	4,909 26	329 50	1,391 19	\$33,790 22
Mid-Croastown.....	441 80	75 00	38 64	\$10,872 22
Total ²	\$126,588 50	\$40,772 69	\$53,773 62	\$962,537 41
BRONX SURFACE				
N. Y. City Interborough.....	\$3,250 39	\$510 00	\$689 04	\$26,424 71
Pelham Park & City Island.....		10 00	14 54	660 90
Southern Boulevard.....	858 73	145 00	256 33	\$16,807 25
Union.....	15,688 03	3,000 02	18,077 62	\$148,219 00
Westchester Electric.....	1,386 27	543 00	854 02	\$11,027 31
Total.....	\$21,183 42	\$4,208 02	\$19,891 55	\$203,138 27
OTHER CLASS A ROAD				
New York & Queens County.....	\$14,382 54	\$4,034 95	\$3,727 78	\$99,138 86
Grand total.....	\$305,448 06	\$100,100 46	\$161,567 42	\$3,172,447 14

¹ "Includes this company's proportion of settlement made by Transit Development Co." For N. Y. Consolidated, Brooklyn Heights and Nassau, see also note 3 on this page.

² Included in the third column on this page are charges (concurrently credited to Employer's Liability Reserve) made on the basis of ultimate liability (as estimated, at the time of accident to employee).

TABULATIONS FROM RETURNS OF STREET RAILWAYS 379

corporations using class A classification (the most detailed) — Continued

INJURIES TO PERSONS AND DAMAGES TO PROPERTY

Other expenses	Total	LAW EXPENSES IN CONNECTION WITH DAMAGES				Reserved	Total
		Salaries and expenses of attorneys	Court costs and expenses	Law printing	Total		
\$6,183 00	\$551,886 14	\$111,156 97	\$23,743 43	\$878 96	\$135,779 36		\$687,665 50
	365,444 77				75,159 49		438,604 26
	196,441 87				62,619 87		259,061 74
319 06	17,179 49	1,152 57	205 74	99 00	1,457 31	(*)	18,636 80
\$6,502 06	\$569,065 63	\$112,309 54	\$23,949 17	\$977 96	\$137,236 67		\$706,302 30
	\$128,729 88	\$50,642 20	\$10,976 58	\$609 33	\$62,128 11	(*)	\$190,857 49
	205,354 06	46,891 98	39,454 71	1,364 94	87,211 63	(*)	292,565 69
	2,776 40	293 54	1,084 67		1,378 21		4,154 61
	50,520 55	10,947 36	8,566 01	198 86	19,707 23		70,227 78
	51,422 49	11,297 53	11,406 09	444 68	23,148 30		74,570 79
	2,173 28	844 40	238 20	16	1,132 76		3,306 04
	143,972 04	29,567 79	26,173 83	590 70	56,332 32	(*)	200,234 36
	19,743 70	4,141 44	2,242 83	35 44	6,419 71		26,163 41
	\$304,621 90	\$154,026 24	\$100,192 92	\$3,239 11	\$257,458 27		\$862,080 17
\$10,971 35	\$889,753 81	\$150,619 61	\$12,411 22	\$1,866 20	\$164,897 03	Cr \$244,990 80	\$809,660 04
10,389 81	848,769 85	143,408 99	11,639 06	1,697 19	156,789 24	Cr \$19,517 32	781,041 77
581 54	45,983 96	7,216 62	722 16	169 01	8,107 79	Cr \$5,473 48	28,618 87
549 00	25,410 01	16,661 70	5,782 35	4 00	22,448 05	1,576 90	49,434 96
3,413 99	143,759 12	20,686 11	49 02	71 10	20,805 23		164,564 35
521 89	38,194 56	9,528 11	6 05	5 50	9,539 66		47,734 22
1,058 03	71,221 15	12,547 90	67 84		12,615 74		83,836 89
398 77	40,813 94	3,152 84	6 75	94 50	3,254 09		44,068 03
160 68	11,588 34	372 94			372 94		11,961 28
\$17,068 71	\$1,229,740 93	\$213,568 21	\$18,323 23	\$2,041 30	\$233,932 74	Cr \$243,413 90	\$1,211,259 77
\$632 57	\$31,506 71	\$3,709 04		\$65 46	\$3,774 50		\$35,281 21
	684 54						684 54
212 26	18,379 57	2,666 26			2,666 26		20,945 83
4,271 34	189,256 01	20,208 58	Cr \$147 23	3 85	20,065 20		209,321 21
610 59	14,421 19	1,564 15	30 72		1,594 87		16,016 06
\$5,726 76	\$254,148 02	\$28,148 03	Cr \$116 51	\$69 31	\$28,100 83		\$282,248 85
	\$120,284 13	\$15,574 71		\$6 90	\$15,581 61		\$135,865 74
\$29,297 53	\$2,768,860 61	\$523,626 73	\$142,348 81	\$6,334 58	\$672,310 12	Cr \$243,413 90	\$3,197,756 83

* This figure includes \$275 which is applicable to the period prior to the setting up of the reserve. This figure also includes claims for injuries to employees.

* Includes all Manhattan surface roads except Brooklyn & North River.

* Respondent reports \$3,951.50 reserved during the year, which amount is not separated from expenditures charged to the various accounts.

TABLE XIV. Operating expenses, 1916: (A) Complete details for

OPERATING STREET RAILWAYS	TRAFFIC	
	Superintendence and solicitation	Advertising
Interborough Rapid Transit.....		\$542 87
Rapid Transit (Subway div.).....		198 87
Manhattan (Elevated div.).....		344 00
Hudson & Manhattan.....	\$960 00	1,846 19
Total.....	\$960 00	\$2,389 06
BROOKLYN RAPID TRANSIT		
New York Consolidated.....		\$33 00
Brooklyn Heights.....		
Bridge Operating.....		
Brooklyn, Queens Co. & Sub.....		
Coney Island & Brooklyn.....		
Coney Island & Gravesend.....		
Nassau Electric.....		
South Brooklyn.....		
Total.....		\$33 00
MANHATTAN SURFACE		
New York Railways.....		
Electric.....		
Horse and storage-battery.....		
Second Avenue, Receiver.....		
Third Avenue.....		
Dry Dock, E. B'way & B., Recr.....		
42d St., Manh. & St. N. Ave.....		
Belt Line.....		
Mid-Crosstown.....		
Total ¹		
BRONX SURFACE		
N. Y. City Interborough.....		
Pelham Park & City Island.....		
Southern Boulevard.....		
Union.....		
Westchester Electric.....		
Total.....		
OTHER CLASS A ROAD		
New York & Queens County.....		\$359 00
Grand total.....	\$960 00	\$2,781 06

¹ Parks and other attractions.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 381

corporations using class A classification (the most detailed) — Continued

EXPENSES		GENERAL AND MISCELLANEOUS				
Miscellaneous traffic expenses	Total	Salaries and expenses of general officers	Salaries and expenses of general-office clerks	General-office supplies and expenses	General law expenses	Insurance
.....	\$542 87	\$92,682 57	\$161,891 91	\$51,925 99	\$54,077 39	\$75,955 13
.....	198 87	46,341 25	80,946 03	24,828 85	28,842 08	41,768 00
.....	344 00	46,341 38	80,945 88	27,677 04	28,835 31	34,187 13
.....	2,806 19	28,004 56	44,031 69	878 57	11,075 15	4,357 32
.....	\$3,349 06	\$130,687 13	\$205,923 60	\$52,784 56	\$65,152 54	\$80,312 45
.....	\$33 60	\$15,850 52	\$69,446 02	\$36,058 41	\$21,100 27	\$51,994 87
.....	.....	17,803 07	48,839 24	17,558 02	18,342 08	30,675 79
.....	.....	5,000 00	.....	.....	.....	885 94
.....	.....	3,354 14	10,490 56	5,343 19	5,813 94	5,066 31
\$1,257 54	1,257 54	9,500 15	11,149 44	4,191 72	4,589 26	8,709 39
.....	.....	707 86	391 97	603 55	376 05	434 02
.....	.....	8,774 94	32,581 07	12,889 36	12,531 30	17,716 91
.....	.....	1,759 33	5,042 39	1,420 92	1,780 13	8,400 99
\$1,257 54	\$1,291 14	\$62,750 00	\$177,940 69	\$78,065 17	\$64,533 03	\$123,884 22
.....	.....	\$58,050 00	\$161,383 13	\$44,930 77	\$59,044 68	\$25,500 87
.....	.....	55,147 45	152,832 49	42,627 83	56,035 36	24,225 83
.....	.....	2,902 55	8,550 64	2,302 94	3,009 32	1,275 04
.....	.....	11,514 86	8,102 90	2,113 64	2,789 62	7,336 23
.....	.....	35,145 21	23,285 04	8,966 32	10,670 21	30,916 34
.....	.....	5,263 20	6,043 30	1,023 76	1,628 87	3,561 24
.....	.....	24,586 86	14,314 83	2,731 55	1,721 04	2,265 48
.....	.....	9,736 68	7,767 43	226 06	1,052 08	5,126 51
.....	.....	993 54	375 24	11 22	39 22	.....
.....	.....	\$145,290 35	\$221,271 84	\$60,003 32	\$76,348 72	\$74,706 67
.....	.....	\$8,464 59	\$4,252 37	\$52 57	\$82 74	\$550 68
.....	.....	250 38	54 59	322 42	16 07	33 35
.....	.....	2,658 81	559 44	689 47	17 59	507 84
.....	.....	33,579 66	23,836 87	8,915 71	1,925 90	6,480 20
.....	.....	6,017 04	4,963 44	2,839 66	7,239 78	1,651 52
.....	.....	\$50,970 48	\$33,686 71	\$12,819 76	\$9,254 92	\$9,216 59
.....	\$359 00	\$12,833 84	\$13,662 01	\$4,819 05	\$5,457 01	\$9,160 44
\$1,257 54	\$4,999 20	\$402,531 80	\$652,464 85	\$208,491 86	\$220,746 22	\$297,280 37

¹Includes all Manhattan surface roads except Brooklyn & North River.

TABLE XIV. Operating expenses, 1916: (A) Complete details for

OPERATING STREET RAILWAYS		
	Relief department and pensions	Miscellaneous general expenses
Interborough Rapid Transit.....	\$19,771 69	\$170,581 44
Rapid Transit (Subway div.).....	9,138 58	91,192 58
Manhattan (Elevated div.).....	10,633 11	79,388 92
Hudson & Manhattan.....	2,416 65	20,695 16
Total.....	\$22,188 34	\$191,276 00
BROOKLYN RAPID TRANSIT		
New York Consolidated.....	\$38,313 78	\$15,791 48
Brooklyn Heights.....	33,485 08	12,351 34
Bridge Operating.....		548 34
Brooklyn, Queens Co. & Sub.....	6,295 71	2,862 43
Coney Island & Brooklyn.....	10,724 69	4,421 66
Coney Island & Gravesend.....	271 90	483 47
Nassau Electric.....	19,953 91	9,486 27
South Brooklyn.....	3,795 60	1,039 47
Total.....	\$112,840 57	\$46,984 46
MANHATTAN SURFACE		
New York Railways.....	\$19,795 96	\$85,888 62
Electric.....	15,041 95	81,298 79
Horse and storage-battery.....	4,754 01	4,589 83
Second Avenue, Receiver.....		1,945 30
Third Avenue.....	6,982 82	30,933 68
Dry Dock, E. B'way & B., Recr.....	1,193 50	7,445 88
42d St., Manh. & St. N. Ave.....	2,945 50	4,272 90
Belt Line.....	1,657 00	1,747 92
Mid-Crosstown.....	277 00	281 19
Total*.....	\$32,761 78	\$132,415 49
BRONX SURFACE		
N. Y. City Interborough.....	\$52 50	\$2,108 39
Pelham Park & City Island.....		159 39
Southern Boulevard.....	493 69	692 54
Union.....	6,392 31	7,551 71
Westchester Electric.....	426 50	2,914 65
Total.....	\$7,365 00	\$13,426 67
OTHER CLASS A ROAD		
New York & Queens County.....		\$5,438 64
Grand total.....	\$175,155 69	\$389,541 95

* See note on Depreciation, on first double-page of this table.

† No reservation for depreciation was made by companies of the Third Avenue system during the last half of the fiscal year.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 383

corporations using class A classification (the most detailed) — Concluded

GENERAL AND MISCELLANEOUS — Concluded						Grand total
Joint general expenses	General stationery and printing	Store expenses	Stable expenses	Undistributed adjustments — balance	Total	
.....	\$12,321 49	\$59,278 15	\$352 73	.....	\$608,818 49	\$14,008,165 97
.....	8,003 46	27,620 16	184 81	.....	358,265 84	6,875,191 71
.....	4,318 08	31,657 99	167 92	.....	340,552 68	7,132,974 26
.....	5,647 61	13,171 79	.....	Cr \$3,446 12	136,832 38	1,514,986 96
.....	\$17,969 10	\$72,449 94	\$352 73	Cr \$3,446 12	\$835,650 87	\$15,523,152 93
.....	\$16,948 15	\$38,485 84	\$5,714 22	Cr \$2,233 16	\$307,470 40	\$5,481,663 97
Cr \$5,000 00	12,001 90	27,030 94	4,016 26	Cr 1,566 30	215,537 42	5,098,683 53
.....	.....	.....	.....	.....	6,434 28	152,567 03
.....	2,600 71	5,830 72	867 46	Cr 337 70	48,187 47	1,071,900 14
.....	2,779 29	6,207 61	919 27	Cr 356 81	62,826 67	1,142,884 48
.....	144 40	218 80	32 31	Cr 12 31	3,651 91	49,146 68
.....	7,839 55	18,115 28	2,689 94	Cr 1,047 32	141,531 21	3,493,319 81
.....	1,000 14	1,743 90	253 45	Cr 97 28	26,139 04	569,448 03
Cr \$5,000 00	\$43,305 14	\$97,633 09	\$14,492 91	Cr \$5,650 88	\$811,778 40	\$17,059,613 67
.....	\$5,386 58	\$53,151 78	\$14,972 29	.....	\$528,104 68	\$8,374,078 67
.....	6,117 45	50,634 77	13,235 80	.....	496,197 72	7,913,477 64
.....	269 13	2,517 01	1,736 49	.....	31,906 96	460,601 08
.....	1,013 43	1,181 97	2,016 30	.....	37,914 25	611,255 43
.....	12,361 80	15,354 71	9,619 27	Cr \$4,994 30	179,241 10	2,169,337 58
.....	484 72	237 45	547 36	.....	26,739 28	388,319 33
.....	2,031 95	720 80	1,702 37	.....	57,296 28	968,901 93
.....	1,043 26	.....	178 71	.....	28,535 62	533,440 30
.....	75 97	.....	13 63	.....	2,067 01	92,963 06
.....	\$22,397 71	\$70,646 71	\$29,049 93	Cr \$4,994 30	\$859,898 22	\$13,138,296 32
.....	\$752 93	\$171 90	\$463 52	.....	\$16,952 19	\$423,144 76
.....	54 86	2 60	21 43	.....	915 91	27,344 58
.....	333 29	366 41	1,588 79	.....	7,893 71	145,530 26
.....	4,317 02	4,773 88	17,868 69	Cr \$264 24	115,357 71	1,937,300 49
.....	788 27	471 55	703 12	Cr 16 76	28,018 77	441,233 03
.....	\$6,246 37	\$5,786 34	\$29,645 55	Cr \$281 00	\$169,187 39	\$2,974,553 12
.....	\$3,600 00	\$2,283 78	\$5,482 24	.....	\$62,737 01	\$1,378,958 57
Cr \$5,000 00	\$93,518 32	\$248,799 86	\$70,023 36	Cr \$14,372 30	\$2,739,201 89	\$50,074,574 61

* Includes all Manhattan surface roads except Brooklyn & North River.

TABLE XIV. Operating expenses, 1916: (B) Details of accounts which are

ACCOUNTS	Brooklyn & North River	Long Island Electric
MAINTENANCE OF WAY		
Maintenance of roadway and track.....		\$19,836 78
Other maintenance of way.....		944 90
Total.....		\$20,781 68
CLEANING AND SANDING TRACK		
Cleaning and sanding track.....	\$51 48	\$1,875 04
Removal of snow, ice and sand.....	12 40	522 74
Total.....	\$63 88	\$2,397 78
MAINTENANCE OF ELECTRIC LINE		
Pole and fixture repairs.....		\$1,957 53
Underground conduit repairs.....		
Transmission-system repairs.....		82 68
Distribution-system repairs.....	\$144 54	3,788 27
Miscellaneous electric-line expenses.....		259 51
Total.....	\$144 54	\$6,087 99
REPAIRS OF POWER EQUIPMENT		
Repairs of steam equipment.....		
Repairs of power-plant electric equipment.....		
Repairs of miscellaneous power-plant equipment.....		
Repairs of sub-station equipment.....		\$234 25
Total.....		\$234 25
POWER SUPPLIES AND EXPENSES		
Water for power.....		
Lubricants for power.....		
Miscellaneous power-plant supplies and expenses.....		
Sub-station supplies and expenses.....		\$88 47
Total.....		\$88 47
MISCELLANEOUS TRANSPORTATION EXPENSES		
Miscellaneous car-service employees' expenses.....	\$6,193 33	\$912 12
Station employees and expenses.....	2,273 20	
Car-house employees and expenses.....		2,269 52
Signal, interlocking, telegraph and telephone systems.....		4,641 30
Other transportation expenses.....	1,091 40	106 19
Total.....	\$9,557 93	\$7,929 13
INJURIES AND DAMAGES		
<i>Accidents and Damages</i>		
Claim-department expenses.....	\$531 99	\$2,242 16
Medical expenses.....	174 95	368 25
Claims for injuries to employees.....	231 27	
Other injuries and damages.....	6,130 28	14,621 09
Other expenses.....	9 60	
Reserved.....	7,704 46	
<i>Law Expenses in Connection with Damages</i>		
Salaries and expenses of attorneys.....	141 98	2,317 72
Court costs and expenses.....		
Law printing.....		
Total.....	\$14,924 53	\$19,549 22
ADMINISTRATION		
Salaries and expenses of general officers.....		\$2,727 47
Salaries and expenses of general-office clerks.....	\$1,555 16	1,227 31
General-office supplies and expenses.....	33 85	359 57
General law expenses.....	259 31	1,092 20
Total.....	\$1,848 32	\$5,406 55
STORE AND STABLE EXPENSES		
Store expenses.....		\$80 07
Stable expenses.....		402 58
Total.....		\$482 65

NOTE. — For comprehensive statement of operating expenses of above companies, see Div. C.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 385

subdivisions of class C items, for corporations using class B classification

New York & Long Island	Ocean Electric	New York & North Shore	Manhattan & Queens	Richmond Light & R. R.	Staten Island Midland	Manhattan Bridge 3-Cent Line
\$20,758 01 2,888 49	\$12,468 84 1,403 98	\$3,586 54 299 82	\$3,139 93 1,069 87	\$13,258 27 357 83	\$18,164 71 158 99	\$1,116 57 19 84
\$22,644 50	\$13,872 82	\$3,886 36	\$4,199 80	\$13,616 09	\$18,323 70	\$1,136 38
\$2,498 55 1,574 20	\$679 77 280 45	\$1,503 46 1,146 77	\$1,468 59 1,470 66	\$2,098 97 1,230 63	\$2,868 87 685 91	\$342 40 236 73
\$4,072 84	\$960 23	\$2,650 23	\$2,989 25	\$3,329 60	\$3,064 78	\$579 18
\$975 68 36 32 1,993 85 392 77	\$703 88 3,000 71	\$419 79 111 91 412 35 15 07	..... \$1,197 89 231 73	\$2,372 18 4,065 42 13 47	\$2,998 64 3,083 33	\$219 54 17 06 638 08 1,760 00
\$3,398 62	\$3,794 59	\$959 12	\$1,429 62	\$6,471 09	\$6,081 97	\$2,635 61
\$1,266 83 9 11 506 80	.....	\$1,489 73 8 61 32 29 6 48	.....	.....	\$248 59 322 48	.....
\$1,782 74	.....	\$1,537 02	.....	.....	\$571 07	.....
..... \$1,060 44 256 16	.....	\$214 62 421 49 79 29	.....	.....	..... \$378 14 866 48	.....
\$1,316 60	.....	\$715 31	.....	.....	\$1,244 62	.....
\$2,260 48 180 09 4,237 90 1,206 85 108 67	\$3,967 86 70 92 1,261 34 404 33 23 49	\$1,789 47 2,415 00 18 20	\$2,183 23 4,329 60 631 35	\$7,044 08 140 18 4,944 43 2,971 19 873 40	\$5,086 75 90 68 4,596 85 1,271 24 49 41	\$2,599 96 1,477 95 3,049 62 36 07
\$7,991 96	\$5,717 85	\$4,222 67	\$7,144 18	\$15,973 28	\$11,094 98	\$7,071 99
\$2,912 31 659 85 26,912 68 3,406 37 75 43	\$286 19 8 75 2,501 37 470 80 662 72 55 61 82 49	\$1,081 35 115 60 8 70 2,682 15 Cr 560 91 3,254 69 36 45	\$1,388 26 129 00 16,804 62 94 59 Cr 8,462 76 1,869 64 347 80 358 45	\$1,912 66 617 00 4,414 34 16 30 5,498 51 4,737 00 496 95 282 85	\$1,112 19 881 00 15,815 45 15 00 Cr 456 77 3,919 94 435 30 15 75	..... \$379 08 2,281 86 109 15 1,530 77 620 75 201 15
\$33,965 64	\$4,067 93	\$6,618 03	\$12,529 51	\$17,884 60	\$21,737 86	\$5,113 70
\$4,005 52 4,159 45 368 56 1,184 58	\$1 25 33 01	\$3,363 64 3,478 89 149 08 179 98	\$7,141 34 2,890 13 1,344 77 2,716 36	\$3,006 16 7,256 09 1,199 21 2,902 15	\$7,825 61 5,901 54 182 19 2,210 98	\$3,955 98 2,244 97 817 69 685 27
\$9,708 11	\$34 26	\$12,177 19	\$14,092 69	\$19,452 61	\$16,120 32	\$7,702 80
\$235 51 462 61	.....	.....	\$1,019 76 378 53	\$531 85 645 04	\$558 98 2 00	.....
\$638 12	.....	.....	\$1,398 29	\$1,176 89	\$560 98	.....

TABLE XIV. Operating expenses, 1916: (C) Summary for all corporations

OPERATING STREET RAILWAYS	Superin- tendence of way and structures	Maintenance of way ¹	Cleaning and sanding track and removal of snow, ice and sand	Maintenance of electric line
Interborough Rapid Transit.....	\$116,070 44	\$996,020 50	\$8,679 56	\$130,371 73
Rapid Transit (Subway div.).....	62,781 90	541,001 58	2,750 35	76,664 97
Manhattan (Elevated div.).....	53,288 54	455,018 92	5,929 21	53,706 76
Hudson & Manhattan.....	10,126 38	139,159 97	20,006 87	13,110 61
Total.....	\$126,196 82	\$1,135,180 47	\$29,346 43	\$143,482 34
BROOKLYN RAPID TRANSIT ⁴				
New York Consolidated.....	\$43,327 34	\$321,583 63	\$31,123 11	\$36,525 98
Brooklyn Heights.....	58,628 18	640,913 43	82,220 30	68,480 02
Bridge Operating.....		1,653 80	474 72	1,183 16
Brooklyn, Queens Co. & Sub.....	12,647 13	139,253 21	17,971 29	15,643 38
Coney Island & Brooklyn.....	13,452 45	150,446 58	18,257 56	15,664 64
Coney Island & Gravesend.....	477 69	5,368 31	575 59	537 57
Nassau Electric.....	37,416 33	390,545 77	49,909 00	41,981 76
South Brooklyn.....	3,558 11	33,348 10	3,111 08	3,817 79
Total.....	\$169,507 23	\$1,683,112 83	\$203,642 65	\$183,837 30
MANHATTAN SURFACE				
New York Railways.....	\$61,090 91	\$588,166 05	\$244,945 66	\$130,219 11
Second Avenue, Receiver.....	1,846 95	32,215 22	13,879 77	20,294 61
Brooklyn & North River.....			63 88	144 54
Third Avenue.....	23,190 01	220,687 03	40,403 61	10,261 27
Dry Dock, E. B'way & B., Recr.....	3,863 72	16,413 89	17,400 49	2,424 18
42d St., Manh. & St. N. Ave.....	11,446 24	79,359 44	21,710 50	7,992 77
Belt Line.....	3,388 71	44,500 91	14,099 13	2,382 63
Mid-Crosstown.....	374 33	6,125 62	5,576 96	
Total.....	\$105,290 87	\$987,467 66	\$358,980 00	\$173,719 11
BRONX SURFACE				
N. Y. City Interborough.....	\$1,511 36	\$17,531 43	\$10,199 59	\$2,713 65
Pelham Park & City Island.....	123 09	1,365 16	714 49	156 21
Southern Boulevard.....	320 10	5,356 98	5,091 66	1,385 84
Union.....	23,346 28	192,941 54	54,073 82	32,451 36
Westchester Electric.....	3,316 11	65,743 54	3,564 73	12,311 43
Total.....	\$28,616 94	\$282,938 65	\$73,644 29	\$49,021 49
QUEENS SURFACE (EXCL. B. R. T.)				
New York & Queens County.....	\$12,147 77	\$84,856 55	\$16,076 46	\$26,874 31
Long Island Electric.....	1,966 63	20,781 68	2,307 78	6,067 99
New York & Long Island.....	1,863 04	23,644 50	4,072 84	3,398 62
Ocean Electric.....	227 50	13,872 82	960 22	3,794 59
New York & North Shore.....	241 94	3,886 36	2,650 23	959 12
Manhattan & Queens.....	225 00	4,199 80	2,939 25	1,429 62
Total.....	\$16,671 88	\$151,241 71	\$29,096 78	\$42,544 25
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.....	\$1,784 62	\$13,616 09	\$3,329 60	\$6,471 00
Staten Island Midland.....	2,242 89	18,323 70	3,054 78	6,061 97
Southfield Beach.....	276 74	914 88		122 95
Total — Richmond.....	4,304 25	32,854 67	6,384 38	12,655 92
Manhattan Bridge 3-Cent Line.....		1,136 38	579 13	2,635 61
Bush Terminal.....		7,769 13		451 11
Van Brunt St. & Erie Basin.....		655 68	86 44	166 89
Marine.....				
Total — Misc. Brooklyn.....		9,561 19	665 57	3,253 61
Total.....	\$4,304 25	\$42,415 86	\$7,049 95	\$15,929 53
Grand total.....	\$450,497 99	\$4,282,357 18	\$701,760 10	\$808,534 02

NOTE.— For the meaning of the * reference mark, see Note on Depreciation on first page of Division A. See also note on Duplications there given.

For class A corporations full details are given in Div. A; for class B corporations details further than those presented in this division are given in Div. B.

¹ Other than cleaning and sanding track and removal of snow, ice and sand.

² Credit entries (Cr) indicate that the expenditures for maintenance have exceeded the estimated depreciation (including maintenance), the excess being drawn from the depreciation reserve.

³ Class A classification is used by corporations with annual operating revenues of more than \$500,000, and also by corporations associated with such class A corporations, even though with operating revenues under \$500,000; class B classification is used by corporations with annual operating revenues of more than \$100,000, but not more than \$500,000, except as modified above; class C classification is used by corporations with annual revenues of not more than \$100,000, except as modified above.

⁴ See note 1 on first double-page of Div. A.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 387

by accounts of class C classification (the least detailed)

MAINTENANCE OF WAY AND STRUCTURES

Repairs of buildings and structures	Joint way and structures	Depreciation of way and structures ²	Total, 1916	Total, 1915	Increase 1916 over 1915	Accounting class of company ³
\$288,074 43		\$288,103 01	\$1,827,319 67	\$738,830 96	\$88,488 71	A
124,178 76		89,846 03	897,823 59	825,438 35	71,787 24	—
165,895 67		198,256 98	830,096 08	913,394 61	16,701 47	—
31,883 16	Dr \$6,305 94	61,745 04	282,997 97	286,640 11	D 3,642 14	A
\$319,957 59	Dr \$6,305 94	\$349,848 05	\$2,110,317 64	\$2,025,471 07	\$84,846 57	—
\$64,171 29	Cr \$1,827 82	\$98,026 43	\$593,429 96	\$513,194 70	\$80,235 26	A
32,736 08		62,189 22	945,167 23	923,296 28	21,870 95	A
111 39			* 8,423 07	* 4,849 30	D 1,426 23	A
7,096 91		10,898 17	208,510 09	201,433 45	2,076 64	A
7,552 30		Cr 2,566 59	201,807 94	194,970 76	6,837 18	A
266 21		1,504 09	8,729 46	8,545 48	183 98	A
22,592 20		47,816 23	590,264 29	591,538 84	D 1,274 55	A
11,524 16	Dr 1,827 82	18,542 61	75,229 67	72,918 98	2,310 69	A
\$146,050 54		\$235,411 16	\$2,621,561 71	\$2,510,747 79	\$110,813 92	—
\$64,834 92	* Cr \$46,909 68	\$569,475 26	\$1,611,831 23	\$1,581,172 55	\$30,658 68	A
2,600 19	* Dr 1,207 06		* 72,042 80	* 70,125 11	1,918 69	A
	Dr 8,201 99	(⁴)	* 8,410 41	* 5,035 51	3,374 90	B
27,091 41	* Cr 3,356 67	(⁴)	318,276 66	240,822 17	77,454 49	A
3,085 07	Dr 7,000 56	(⁴)	50,187 41	42,514 10	7,673 31	A
1,837 83	Dr 13,704 23	(⁴)	136,051 01	118,027 75	18,023 26	A
8,985 25	Dr 2,482 83	(⁴)	76,739 46	76,954 19	D 214 73	A
		* 3,000 00	15,976 91	14,460 37	616 54	A
\$108,434 67	Cr \$17,660 68	\$572,475 26	\$2,288,616 89	\$2,149,111 75	\$139,505 14	—
	Dr \$1,912 15	(⁴)	\$33,868 18	\$36,107 81	D \$2,239 63	A
			* 2,358 95	* 1,251 81	1,107 14	A
		* 2,520 00	14,677 58	18,927 51	D 4,249 93	A
\$6,927 67	* Cr 10,153 53	(⁴)	299,587 14	249,332 07	50,255 07	A
636 13	* Dr 3,062 25	(⁴)	88,634 19	77,149 18	11,485 01	A
\$7,563 80	Cr \$5,179 13	\$2,520 00	\$439,126 04	\$382,768 38	\$56,357 66	—
\$3,766 34	* Cr \$223 42	\$225,827 39	\$308,825 40	\$370,653 00	D \$1,827 60	A
995 17	Dr 63 98	10,219 89	42,513 12	41,356 71	1,156 41	B
503 78	Dr 53 48	16,659 32	50,195 58	49,128 06	1,067 52	B
265 87		Cr 780 08	18,440 92	9,732 98	8,707 94	B
85 01		2,495 12	10,317 78	* 9,754 08	563 70	B
436 99	Dr 144 24		* 9,374 90	* 8,743 82	631 08	B
\$6,153 16	Dr \$38 28	\$253,921 64	\$499,667 70	\$489,368 65	\$10,299 05	—
\$1,074 09			* 26,275 40	* 35,985 31	D \$9,709 91	B
304 73			* 30,008 07	* 29,193 81	814 26	B
6 85			* 1,321 42	* 1,939 59	D 618 17	C
1,385 67			57,604 89	67,118 71	D 9,513 82	—
195 91	Cr \$1,961 46	(⁴)	* 2,585 57	* 3,394 97	D 809 40	B
60 12		Cr \$3,147 12	5,133 24	5,112 75	20 49	C
59 87		Cr 143 52	825 36	825 36		C
				130 50	D 130 50	C
315 90	Cr 1,961 46	Cr 3,890 64	8,544 17	9,463 58	D 919 41	—
\$1,701 57	Cr \$1,961 46	Cr \$3,290 64	\$66,149 06	\$76,582 29	D \$10,433 23	—
\$589,861 33	Cr \$18,457 05	\$1,410,885 47	\$8,025,430 94	\$7,634,949 93	\$391,399 11	—

¹ Net of debits and credits as shown in Division A.

² Under order of the Commission in Case No. 1739, this company is amortizing during the term of the franchise all of the capital expenditures approved by the Commission. The annual contributions are charged to Income deductions.

³ Depreciation is not segregated between (1) equipment and (2) way and structures by companies of the Third Avenue system. The entire charge is tabulated under depreciation of equipment except for the Southern Boulevard and Mid-Croestown, which companies have neither rolling stock nor power equipment upon which to accrue depreciation. No reservation was made by the companies of the Third Avenue system in the last six months of the fiscal year.

⁴ This company is amortizing, over the term of the franchise, the capital expenditures on property which will revert to the city at the termination of the franchise, intangible capital, etc. Charges for depreciation of way and structures and depreciation of equipment were made during the month of October, 1916, effective as of April 1, 1916, at the rate of \$4,000 per annum, of which 36 per cent was for way and structures.

TABLE XIV. Operating expenses, 1916: (C) Summary for all corporations

OPERATING STREET RAILWAYS	Superintendence of equipment	Repairs of power equipment	Repairs of cars and locomotives
Interborough Rapid Transit.....	\$132,631 35	\$281,596 33	\$971,707 50
Rapid Transit (Subway div.).....	53,800 51	74,658 45	520,767 62
Manhattan (Elevated div.).....	73,830 84	166,937 88	451,330 48
Hudson & Manhattan.....	8,498 34	27,696 50	154,551 01
Total.....	\$141,129 60	\$259,292 83	\$1,126,258 51
BROOKLYN RAPID TRANSIT ¹			
New York Consolidated.....	\$15,743 85		\$354,570 88
Brooklyn Heights.....	13,482 95		333,535 41
Bridge Operating.....			2,673 71
Brooklyn, Queens Co. & Sub.....	2,862 58		71,551 80
Coney Island & Brooklyn.....	3,035 46		76,171 70
Coney Island & Gravesend.....	106 74		2,646 18
Nassau Electric.....	8,731 08		217,363 38
South Brooklyn.....	2,309 24		46,783 87
Total.....	\$46,272 80		\$1,106,296 93
MANHATTAN SURFACE			
New York Railways.....	\$59,457 83	\$18,792 95	\$417,177 29
Second Avenue, Receiver.....	1,727 00		41,530 21
Brooklyn & North River.....			
Third Avenue.....	4,357 92	6,557 41	87,706 24
Dry Dock E. B'way & B., Recr.....	926 30	397 91	17,236 93
42d St., Manh. & St. N. Ave.....	1,940 30		37,848 31
Belt Line.....	1,250 07	48 95	24,003 98
Mid-Crosstown.....	219 15		4,243 70
Total.....	\$69,878 57	\$25,786 32	\$629,746 06
BRONX SURFACE			
N. Y. City Interborough.....	\$1,007 98		\$24,899 16
Pelham Park & City Island.....	69 71	Cr \$9 28	1,266 81
Southern Boulevard.....	511 00		7,877 16
Union.....	6,611 76	738 02	102,194 07
Westchester Electric.....	385 90	15 81	14,411 11
Total.....	\$9,186 35	\$744 55	\$150,558 31
QUEENS SURFACE (EXCL. E. R. T.)			
New York & Queens County.....	\$7,923 48	\$785 15	\$78,014 07
Long Island Electric.....	1,508 70	234 25	7,288 82
New York & Long Island.....	1,597 70	1,782 74	17,324 79
Ocean Electric.....			5,836 69
New York & North Shore.....		1,537 02	7,346 84
Manhattan & Queens.....	1,576 40		11,911 70
Total.....	\$12,516 28	\$4,339 16	\$127,772 31
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....			\$12,630 57
Staton Island Midland.....		\$571 07	12,716 29
Southfield Beach.....			49 57
Total — Richmond.....		571 07	25,396 43
Manhattan Bridge 3-Cent Line.....			2,954 35
Bush Terminal.....			2,326 56
Van Brunt St. & Erie Basin.....			4,442 22
Marine.....			26 81
Total — Misc. Brooklyn.....			9,780 94
Total.....		\$571 07	\$35,147 37
Grand total.....	\$278,983 69	\$299,733 93	\$3,174,789 70

NOTE.— For the meaning of the * reference mark, see Note on Depreciation on first page of Div. A.

¹ Credit entries (Cr) indicate that the expenditures for maintenance have exceeded the estimated depreciation (including maintenance), the excess being drawn from the depreciation reserve.

² See note 1 on first double page of Div. A.

³ Includes a credit of \$9,782.53 returned as "excess of rent for shop facilities over expenses."

⁴ Respondent owns neither rolling stock nor power-plant equipment upon which to accrue depreciation.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 889

by accounts of class C classification (the least detailed) — Continued

MAINTENANCE OF EQUIPMENT						
Repairs of electric equipment of cars and locomotives	Miscellaneous equipment expenses	Maintaining joint equipment	Depreciation of equipment ¹	Total, 1916	Total, 1915	Increase 1916 over 1915
\$499,168 09	\$297,236 18	.....	\$331,122 48	\$2,463,461 93	\$2,370,429 93	\$93,032 00
268,968 36	190,169 58	.....	301,894 84	1,344,549 36	1,271,609 85	72,939 51
230,909 78	177,068 60	.....	29,227 64	1,118,918 57	1,098,890 58	20,027 99
13,145 51	24,249 78	Cr \$17,935 04	63,271 92	273,478 02	203,927 19	69,550 92
\$512,313 60	\$321,485 96	Cr \$17,935 04	\$394,394 45	\$2,736,939 95	\$2,574,357 03	\$162,582 92
\$256,365 72	\$181,001 38	.....	\$82,463 11	\$890,144 94	\$769,792 04	\$120,352 90
176,258 13	79,247 56	Cr \$1,214 97	141,822 35	742,631 43	725,447 99	17,183 44
2,639 61	245 47	.....	.....	*5,558 79	*11,749 60	D 6,190 81
37,789 89	25,377 44	Cr 262 15	22,296 20	159,615 76	157,987 01	1,628 75
40,623 43	26,931 80	Cr 278 36	12,079 34	158,563 37	153,191 31	5,372 06
1,441 44	947 86	Cr 9 82	1,714 24	6,846 64	6,702 38	144 26
118,165 31	79,043 47	Cr 734 70	41,209 63	463,779 07	468,780 52	D 5,001 45
32,706 12	* Cr 8,165 86	.....	Cr 5,011 69	68,621 68	66,513 95	2,107 73
\$665,989 65	\$384,629 12	Cr \$2,500 00	\$296,973 18	\$2,495,761 68	\$2,356,163 84	\$139,597 84
\$270,897 88	\$89,591 22	.....	\$275,158 74	\$1,131,075 01	\$1,098,789 94	\$32,285 07
4,894 29	4,227 50	.....	.....	*52,379 00	*48,729 77	3,649 23
.....	.....	Dr \$26,019 50	(²)	*26,019 50	*21,952 68	4,066 82
54,560 65	24,350 89	Cr 15,164 64	*114,751 00	*277,119 47	371,737 24	D 94,617 77
8,336 92	2,789 24	.....	*13,590 00	*43,177 30	59,768 06	D 16,598 76
21,295 48	6,583 65	Dr 15,164 64	*33,480 00	*116,262 38	157,234 57	D 40,972 19
9,069 48	4,090 56	.....	*30,000 00	*68,463 04	108,859 09	D 37,896 05
771 88	674 46	.....	(³)	*5,909 19	7,891 02	D 1,981 83
\$369,826 58	\$132,257 52	Dr \$26,019 50	\$466,889 74	\$1,720,404 89	\$1,872,353 34	D \$151,948 45
\$9,614 01	\$796 39	.....	*\$15,000 00	*\$51,887 54	\$72,701 64	D \$20,814 10
236 14	208 62	.....	.....	*1,772 00	*1,732 97	39 03
3,062 05	257 62	.....	(⁴)	*11,707 83	14,189 81	D 2,481 98
39,671 30	9,260 03	.....	*52,920 07	*210,495 18	284,960 66	D 74,465 48
5,164 53	547 86	.....	*15,099 00	*35,525 21	48,338 84	D 12,813 63
\$57,748 03	\$11,070 52	.....	\$82,020 00	\$311,327 76	\$421,923 92	D \$110,596 16
\$47,351 39	\$9,340 03	.....	\$49,998 58	\$184,412 70	\$185,326 50	D \$913 80
7,402 26	1,816 71	.....	24,263 38	42,513 12	41,356 71	1,156 41
9,315 35	1,985 54	.....	26,645 39	58,561 51	57,316 07	1,245 44
5,912 87	.....	.....	4,637 85	15,536 74	14,599 47	937 27
3,266 92	526 63	.....	1,257 54	13,934 95	*10,259 07	3,675 88
5,274 86	2,606 32	.....	.....	*21,368 28	*18,960 93	2,407 35
\$77,623 58	\$16,273 23	.....	\$97,802 74	\$336,327 30	\$327,818 75	\$8,508 55
\$6,749 80	\$1,342 03	.....	\$15,623 17	\$86,386 57	\$48,672 06	D \$37,714 51
6,761 62	185 88	.....	17,270 84	37,505 70	40,773 13	D 3,267 43
22 14	.....	.....	.....	*71 71	*166 78	D 95 07
13,824 86	1,627 91	.....	38,894 01	73,913 98	89,811 97	D 15,897 99
1,617 01	90 93	Cr \$38 93	(⁵)	*4,623 96	*5,064 34	D 440 38
.....	111 39	.....	6,800 77	9,238 72	9,238 72	.....
.....	.....	.....	Cr 2,498 74	1,944 48	1,944 48	.....
293 70	.....	.....	(⁶)	320 51	111 14	209 37
1,911 31	308 32	Cr 38 93	4,302 03	16,127 67	16,358 69	D 231 01
\$15,436 87	\$1,730 23	Cr \$38 93	\$37,196 04	\$90,941 65	\$106,170 65	D \$16,129 00
\$1,698,927 31	\$867,446 58	Dr \$5,545 53	\$1,374,376 10	\$7,690,803 23	\$7,658,787 53	\$32,015 70

¹ See note 6 on preceding double-page.

² The charge for depreciation was reported by the company as a total, without any division between accounts. See note 7 on preceding double-page.

³ Amounts representing the depreciation element are included in the charges made by the Manhattan Bridge & Cent Line to the Brooklyn & North River for maintenance of jointly-used equipment. This amount is reserved by the former and charged to income deductions by the latter. See also notes on preceding double-page.

TABLE XIV. Operating expenses, 1916: (C) Summary for all corporations

OPERATING STREET RAILWAYS	TRANSPORTATION		
	Power-plant labor	Substation labor	Fuel for power
Interborough Rapid Transit	\$362,251 84	\$129,416 89	\$1,716 69
Rapid Transit (Subway div.)	307,754 82	71,571 43	1,006 31
Manhattan (Elevated div.)	154,487 09	57,845 47	680 38
Hudson & Manhattan	80,773 83	16,825 88	138 61
Total	\$443,025 67	\$145,242 88	\$1,855 33
BROOKLYN RAPID TRANSIT			
New York Consolidated			
Brooklyn Heights			
Bridge Operating			
Brooklyn, Queens Co. & Sub.			
Coney Island & Brooklyn			
Coney Island & Gravesend			
Nassau Electric			
South Brooklyn			
Total			
MANHATTAN SURFACE			
New York Railways	\$36,906 13	\$47,351 82	\$48,302
Second Avenue, Receiver			
Brooklyn & North River			
Third Avenue		17,299 37	
Dry Dock, E. B'way & B., Recr		682 11	
42d St., Manh. & St. N. Ave.		787 94	
Belt Line		1,248 40	
Mid-Cromtown		455 17	
Total	\$36,906 13	\$47,824 81	\$48,302
BRONX SURFACE			
N. Y. City Interborough			
Pelham Park & City Island		\$542 29	
Southern Boulevard			
Union		10,322 52	
Westchester Electric		5,177 98	
Total		\$15,041 89	
QUEENS SURFACE (INCL. B. R. T.)			
New York & Queens County		\$7,993 97	
Long Island Electric		1,879 00	
New York & Long Island	\$9,122 49	1,345 64	\$33,143
Ocean Electric			
New York & North Shore	8,122 10	1,296 20	14,900
Manhattan & Queens			
Total	\$16,244 59	\$12,423 81	\$48,043
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.			
Staten Island Midland	\$1,293 85	\$2,656 68	
Southfield Beach			
Total — Richmond	1,293 85	2,656 68	
Manhattan Bridge 3-Cent Line			
Bush Terminal			
Van Brunt St. & Erie Basin			
Marine		1,179 75	
Total — Misc. Brooklyn		1,179 75	
Total	\$1,293 85	\$3,836 43	
Grand total	\$497,370 24	\$245,399 62	\$1,946 63

1 See note 1, page 372.

2 Horse power — revenue car service. For composition of this figure, see note 3 to Div. page 372. Storage-battery items for this company, are included in columns 2 and 4.

3 Storage-battery maintenance.

4 Other operations.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 391

by accounts of class C classification (the least detailed) — Continued

EXPENSES — OPERATION OF POWER PLANT (INCL. ANIMAL POWER)

Other power supplies and expenses	Horse-power and storage-battery maintenance (specified)	Power purchased ¹	Power exchanged, balance (incl. other operations)	Total, 1916	Total, 1915	Increase 1916 over 1915
\$122,036 33				\$2,330,401 53	\$2,171,384 29	\$159,017 33
80,579 08			Cr \$71,291 95	1,354,955 13	1,190,411 25	164,543 88
41,457 30			Dr 71,291 95	978,446 40	880,978 95	D 97,467 45
15,689 90			* Cr 80,621 79	171,309 08	168,746 75	2,562 33
\$137,726 23			Cr \$80,621 79	\$2,501,710 61	\$2,340,130 95	\$161,579 66
		\$1,553,417 29		\$1,553,417 29	\$1,363,326 92	\$190,090 37
		519,190 46		519,190 46	549,111 61	D 30,011 15
		51,138 36		51,138 36	45,150 48	5,987 88
		125,251 28		125,251 28	135,142 13	D 9,890 85
		148,900 08		148,900 08	148,476 21	423 87
		6,345 26		6,345 26	6,618 27	D 273 01
		574,066 60		574,066 60	596,938 43	D 22,271 83
		66,804 21		66,804 21	65,821 09	1,483 21
		\$3,045,623 54		\$3,045,623 54	\$2,910,085 05	\$135,538 49
\$15,956 97	* \$82,425 46	\$681,531 71	Cr \$72,230 86	\$835,143 36	\$928,940 94	D \$93,797 58
		95,725 12		95,725 12	104,948 56	D 9,223 44
		31,442 55		31,442 55	30,811 68	3,630 87
931 98		583,672 74	Dr 15,269 28	627,173 57	667,067 31	D 39,893 74
475 59	* 14,660 56	53,174 78		68,993 04	71,496 42	D 2,503 38
	* 10,793 40	164,104 90		175,686 24	177,611 32	D 1,925 08
	* 33,343 62	57,836 52		92,418 54	94,587 30	D 2,168 76
	* 11,566 21	5,744 15		17,765 58	18,357 13	D 591 55
\$17,364 54	\$152,789 25	\$1,686,222 47	Cr \$56,961 58	\$1,947,347 95	\$2,093,820 66	D \$146,472 71
		\$89,572 96		\$89,572 96	\$73,696 61	\$15,876 35
\$318 98	* \$3,840 23	3,319 24		8,020 74	7,379 57	640 17
		29,940 66		29,940 66	31,561 15	D 1,620 49
1,094 18		399,679 87	Cr \$195,167 07	305,929 50	342,629 40	D 36,699 90
140 84		88,600 00	Cr 9,377 05	84,540 87	84,631 55	D 90 68
\$1,554 00	\$3,840 23	\$611,112 73	Cr \$114,544 12	\$518,004 73	\$539,889 28	D \$21,884 55
\$580 97		\$195,012 83		\$203,596 77	\$211,006 85	D \$7,410 08
88 47		42,022 33		43,968 80	50,175 56	D 6,186 76
1,316 60		40,729 25		84,656 40	74,536 08	10,120 32
		19,437 23		19,437 23	22,247 53	D 2,810 30
715 31				24,943 65	25,511 79	D 568 14
		63,691 37	Dr \$635 05	64,326 42	61,682 91	2,643 51
\$2,710 35		\$360,893 01	Dr \$635 05	\$440,949 27	\$445,160 72	D \$4,211 45
			* Dr \$66,374 82	\$66,374 82	\$79,421 82	D \$13,047 00
\$1,244 62		\$70,619 90	* Cr 498 36	75,316 69	42,953 69	32,363 00
		728 56		728 56	587 78	140 78
1,244 62		71,348 46	Dr 65,876 46	148,480 07	122,963 29	19,456 78
		18,522 52		18,522 52	18,735 60	D 213 08
		6,259 61		6,259 61	5,747 72	511 89
		7,076 00		7,076 00	6,266 64	809 36
	\$91 25	3,188 89		4,459 89	4,018 95	440 94
	91 25	\$5,047 02		\$6,318 02	\$4,768 91	1,549 11
\$1,214 62	\$91 25	\$106,395 48	Dr \$65,876 46	\$178,738 09	\$157,732 20	\$21,005 89
\$160,599 74	\$156,720 73	\$5,810,247 23	Cr \$185,615 98	\$8,632,374 19	\$8,486,818 86	\$145,555 33

* Represents expense in connection with the holding of the Grasmere power-plant in readiness for service.

* Represents proportion of expense of operating respondent's Concord substation which is borne by the Richmond Light & Railroad.

* Composed of Other operations — Cr., \$80,669.79, and Power exchanged — balance, Dr., \$49.

TABLE XIV. Operating expenses, 1915: (C) Summary for all corporations

OPERATING STREET RAILWAYS			
	Superintend- ence of transportation	Conductors, motormen and trainmen	Miscellaneous transportation expenses
Interborough Rapid Transit.....	\$237,615 98	\$3,249,375 18	\$2,512,964 82
Rapid Transit (Subway div.).....	80,123 00	1,349,838 70	1,059,038 96
Manhattan (Elevated div.).....	147,492 98	1,900,136 48	1,450,925 86
Hudson & Manhattan.....	49,632 41	322,566 74	324,250 62
Total.....	\$287,248 39	\$3,571,941 92	\$2,847,315 44
BROOKLYN RAPID TRANSIT			
New York Consolidated.....	\$119,958 85	\$1,000,721 08	\$744,632 36
Brooklyn Heights.....	213,965 94	1,940,390 03	215,422 10
Bridge Operating.....	8,648 38	51,783 45	21,431 09
Brooklyn, Queens Co. & Sub.....	80,482 04	389,667 81	46,947 28
Coney Island & Brooklyn.....	82,642 65	892,036 60	50,378 75
Coney Island & Gravesend.....	2,333 97	16,531 92	1,401 48
Nassau Electric.....	143,669 19	1,184,169 46	187,599 47
South Brooklyn.....	44,581 85	190,466 72	71,441 45
Total.....	\$626,695 87	\$5,255,667 18	\$1,339,153 98
MANHATTAN SURFACE			
New York Railways.....	\$295,719 29	\$2,680,466 86	\$482,087 20
Second Avenue, Receiver.....	28,148 98	227,491 64	58,117 68
Brooklyn & North River.....	13,337 21	69,208 68	9,557 93
Third Avenue.....	84,509 51	470,568 59	83,456 34
Dry Dock, E. B'way & B., Recr.....	12,704 96	117,243 49	21,439 63
42d St., Manh. & St. N. Ave.....	84,816 31	321,607 63	57,722 18
Belt Line.....	17,112 87	181,912 68	24,190 11
Mid-Crown.....	2,278 18	84,741 46	8,163 57
Total.....	\$433,669 26	\$4,103,340 98	\$734,734 64
BRONX SURFACE			
N. Y. City Interborough.....	\$10,977 89	\$165,506 87	\$10,157 92
Felham Park & City Island.....	1,586 31	9,678 86	2,469 17
Southern Boulevard.....	5,121 37	49,596 58	5,636 70
Union.....	68,871 86	662,652 02	70,566 17
Westchester Electric.....	11,101 76	180,282 45	17,163 72
Total.....	\$92,087 89	\$1,047,666 78	\$114,953 68
QUEENS SURFACE (INCL. B. P. T.)			
New York & Queens County.....	\$52,365 26	\$329,276 86	\$41,579 83
Long Island Electric.....	12,558 31	44,240 00	7,929 12
New York & Long Island.....	14,048 14	72,178 20	7,991 95
Ocean Electric.....	3,804 05	24,213 15	5,717 85
New York & North Shore.....	1,991 29	37,227 79	4,223 67
Manhattan & Queens.....	10,911 41	51,442 48	7,144 18
Total.....	\$95,818 46	\$548,578 39	\$74,585 61
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....	\$11,121 97	\$81,395 13	\$15,973 28
Staten Island Midland.....	11,305 72	82,924 49	11,094 93
Southfield Beach.....	24 40	1,493 87	10 88
Total — Richmond.....	22,427 09	165,813 49	27,079 09
Manhattan Bridge 3-Cent Line.....	8,993 19	24,815 22	7,071 99
Bush Terminal.....	1,750 00	16,418 71	35,824 19
Van Brunt St. & Erie Basin.....		15,694 86	3,213 12
Marine.....		3,681 94	363 00
Total — Misc. Brooklyn.....	10,743 19	50,810 73	46,478 30
Total.....	\$33,206 28	\$226,624 22	\$73,551 39
Grand total.....	\$1,566,725 15	\$14,758,819 47	\$5,124,294 74

¹ See note 3 on first double-page of Div. C.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 393

by accounts of class C classification (the least detailed) — Continued

TRANSPORTATION EXPENSES — OPERATION OF CARS					Accounting class of company ¹
Joint operation of cars, Dr	Joint operation of cars, Cr	Total, 1916	Total, 1915	Increase 1916 over 1915	
		\$5,000,955 98	\$5,444,572 80	\$555,282 18	A
		2,401,394 08	2,248,870 89	249,683 77	—
		3,608,561 88	3,195,701 91	318,860 41	—
\$4,198 75	Cr \$81,822 00	628,926 53	619,067 23	0,859 29	A
\$4,198 75	Cr \$81,822 00	\$5,628,882 50	\$6,063,640 03	\$565,242 47	—
		\$1,946,310 20	\$1,623,902 33	\$322,407 96	A
\$12,908 23		2,268,681 30	2,326,964 42	56,716 88	A
		81,857 92	76,884 05	4,973 87	A
	Cr \$21,989 37	465,107 76	458,046 48	7,061 28	A
		494,968 09	480,560 86	14,397 23	A
		20,267 37	21,451 62	D 1,184 25	A
7,908 14		1,562,844 28	1,514,476 84	8,367 44	A
		396,490 02	336,224 49	D 29,734 47	A
\$21,989 37	Cr \$21,989 37	\$7,221,517 03	\$6,838,511 09	\$383,006 94	—
		\$3,458,264 35	\$3,415,720 37	\$42,543 98	A
		393,758 30	293,882 55	9,875 75	A
\$449 53		92,553 35	84,088 41	8,464 94	B
19,887 39	Cr \$5,510 31	602,962 43	623,233 97	D 20,271 54	A
		151,488 08	160,436 22	D 8,948 14	A
5,510 31	Cr 19,887 30	399,769 18	397,768 65	2,002 48	A
		223,215 61	223,746 26	D 530 65	A
		40,183 16	39,850 22	332 94	A
\$25,847 14	Cr \$25,397 61	\$5,272,194 41	\$5,238,724 65	\$33,469 76	—
		\$195,642 68	\$191,712 21	\$3,930 47	A
		13,593 34	12,150 40	1,442 94	A
		67,364 65	61,936 41	D 1,871 70	A
		706,609 75	786,892 86	9,716 89	A
		168,497 93	183,710 37	4,787 56	A
		\$1,254,708 25	\$1,236,402 25	\$18,306 10	—
		\$423,161 95	\$402,162 93	\$20,999 02	A
		64,727 44	62,738 19	1,989 25	B
		95,118 29	89,375 39	5,742 90	B
		22,825 05	22,004 90	1,820 15	B
		26,651 66	25,121 95	D 2,470 20	B
		69,498 07	67,877 16	1,620 91	B
		\$718,982 46	\$689,230 52	\$29,751 94	—
		\$138,490 28	\$107,144 48	\$1,345 90	B
		105,325 14	103,887 41	1,437 73	B
		1,539 15	1,446 75	92 40	C
	Cr \$374 64	\$15,354 67	\$12,478 64	\$2,876 03	—
		40,505 76	40,653 96	D 148 20	B
		52,992 90	51,088 36	2,904 54	C
		18,907 98	15,031 99	3,875 99	C
		4,244 94	3,682 45	562 49	C
	Cr 374 64	117,651 68	110,456 76	7,194 82	—
	Cr \$374 64	\$383,086 25	\$322,935 40	\$10,070 85	—
\$52,035 26	Cr \$129,583 62	\$31,429,291 09	\$30,289,493 94	\$1,039,797 06	—

TABLE XIV. Operating expenses, 1916: (C) Summary for all corporations

OPERATING STREET RAILWAYS	INJURIES AND DAMAGES		
	Total, 1916	Total, 1915	Increase 1916 over 1915
Interborough Rapid Transit.....	\$887,665 50	\$515,716 97	\$171,948 53
Rapid Transit (Subway div.).....	488,604 28	309,971 60	118,632 78
Manhattan (Elevated div.).....	259,061 24	205,745 47	53,315 77
Hudson & Manhattan.....	18,636 80	13,554 38	5,082 42
Total.....	\$706,302 30	\$529,271 35	\$177,030 95
BROOKLYN RAPID TRANSIT			
New York Consolidated.....	² \$190,857 49	\$150,382 67	\$40,474 82
Brooklyn Heights.....	² 292,565 69	311,763 39	D 19,197 70
Bridge Operating.....	4,154 61	2,397 54	1,757 07
Brooklyn, Queens Co. & Sub.....	70,227 78	65,366 30	4,860 88
Coney Island & Brooklyn.....	74,570 79	97,034 74	D 22,463 95
Coney Island & Gravesend.....	3,306 04	3,172 84	133 20
Nassau Electric.....	² 200,234 36	214,740 57	D 14,506 21
South Brooklyn.....	26,163 41	26,650 18	D 486 77
Total.....	⁴ \$862,080 17	⁴ \$871,508 83	D \$9,428 66
MANHATTAN SURFACE			
New York Railways.....	⁵ \$809,660 04	⁵ \$975,819 96	D \$166,159 92
Second Avenue, Receiver.....	⁶ 49,434 96	⁶ 47,194 11	2,240 85
Brooklyn & North River.....	⁷ 14,924 53	⁷ 12,067 09	2,857 44
Third Avenue.....	164,564 35	153,216 08	11,348 27
Dry Dock, E. B'way & B., Recr.....	47,734 22	38,915 13	8,819 09
42d St., Manh. & St. N. Ave.....	83,836 89	93,615 42	D 9,778 53
Belt Line.....	44,068 03	50,482 48	D 6,414 45
Mid-Crosstown.....	11,961 28	5,158 52	6,802 76
Total.....	\$1,226,184 30	\$1,376,488 79	D \$150,304 49
BRONX SURFACE			
N. Y. City Interborough.....	\$35,231 21	\$36,263 46	D \$932 25
Pelham Park & City Island.....	684 54	609 74	74 80
Southern Boulevard.....	20,945 83	9,894 89	11,050 94
Union.....	229,321 21	176,006 50	53,315 71
Westchester Electric.....	16,016 06	12,252 47	3,763 59
Total.....	\$282,248 85	\$235,026 06	\$47,222 79
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....	\$135,865 74	\$101,130 25	\$34,735 49
Long Island Electric.....	19,549 22	14,410 96	5,138 26
New York & Long Island.....	33,965 64	¹¹ 27,536 83	6,428 81
Ocean Electric.....	4,067 93	8,051 11	D 3,983 18
New York & North Shore.....	¹² 6,618 03	¹² 9,424 61	D 2,806 58
Manhattan & Queens.....	¹³ 12,529 51	¹³ 9,908 52	2,620 99
Total.....	\$212,596 07	\$170,462 28	\$42,133 79
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....	¹⁴ \$17,884 00	¹⁴ \$16,008 44	\$1,876 16
Staten Island Midland.....	¹⁵ 21,737 86	¹⁵ 18,099 84	3,638 02
Southfield Beach.....			
Total — Richmond.....	39,622 46	39,108 28	514 18
Manhattan Bridge 3-Cent Line.....	5,113 70	6,924 64	D 1,810 94
Bush Terminal.....			
Van Brunt St. & Erie Basin.....	465 88	1,575 64	D 1,109 76
Marine.....		180 00	D 180 00
Total — Misc. Brooklyn.....	5,579 58	8,680 28	D 3,100 70
Total.....	\$45,202 04	\$37,788 56	\$7,413 48
Grand total.....	\$3,334,613 73	\$3,220,545 87	\$114,067 86

¹ The 1915 figure is composed of expenditures, \$9,534.73, and reserved, \$4,019.65; that for 1916, expenditures, \$14,685.30, and reserved, \$3,951.50. ² Includes charges (concurrently credited to Employer's Liability Reserve) made on the basis of ultimate liability (as estimated at the time of accident to employee). ³ Includes Joint general expense, Cr., \$5,000. ⁴ The B. R. T. companies, with the exception of the Bridge Operating, report that their figures include proportion of settlements made by the Transit Development Company for claims for injuries to employees and other injuries and damages. ⁵ The 1915 figure is composed of expenditures, \$929,386.18, and reserved, \$46,433.78; that for 1916, expenditures, \$1,054,650.84, and a credit of \$244,990.80, which latter was charged to reserve. ⁶ The 1915 figure is composed of expenditures, \$44,344.33 and reserved, \$2,849.78; that for 1916, \$47,858.06, and reserved, \$1,576.90. ⁷ The 1915 figure is composed of expenditures, \$11,698.80 and reserved, \$388.29; that for 1916, expenditures, \$7,220.07, and reserved, \$7,704.46. ⁸ Includes Joint general expense, Dr., \$83.14. ⁹ See note 6 to first double page of Div. C. ¹⁰ Includes \$499.16, representing proportionate amount of premiums charged by

TABULATIONS FROM RETURNS OF STREET RAILWAYS 295

by accounts of class C classification (the least detailed) — Continued

TRAFFIC EXPENSES			GENERAL AND MISCELLANEOUS EXPENSES			
Total, 1916	Total, 1915	Increase 1916 over 1915	Administration	Insurance	Miscellaneous expenses of general management (including relief department and pensions)	General amortization
\$542 87	\$145 17	\$397 70	\$300,557 86	\$75,955 13	\$190,853 13	.....
198 87	70 83	128 04	180,358 31	41,768 00	100,831 10	.....
344 00	74 34	269 66	180,109 55	34,187 13	90,049 03	.....
2,806 19	1,155 85	1,650 34	93,980 97	4,357 32	23,111 81	.....
\$3,349 06	\$1,301 02	\$2,048 04	\$454,547 83	\$80,312 45	\$213,464 94	.....
\$33 60	.....	\$33 60	\$142,455 22	\$51,994 87	\$54,105 26	.....
.....	\$13 93	D 13 93	97,542 41	30,675 79	45,836 42	.....
.....	.....	.....	5,000 00	885 94	548 34	.....
.....	2 99	D 2 90	25,001 83	5,066 31	9,158 14	.....
1,257 54	2,477 62	D 1,220 08	29,420 57	8,709 39	15,146 35	.....
.....	10	D 10	2,079 42	434 02	755 27	.....
.....	8 81	D 8 81	66,776 67	17,716 91	29,440 18	.....
.....	.....	.....	10,002 77	8,400 99	4,835 07	.....
\$1,291 14	\$2,502 95	D \$1,211 81	\$378,288 89	\$123,884 22	\$159,825 03	.....
.....	.....	.....	\$323,408 58	\$25,500 87	\$105,684 58	.....
.....	.....	.....	24,521 02	7,336 23	1,845 30	.....
.....	.....	.....	1,931 46	6 25	1,756 97	(9)
.....	.....	.....	78,066 78	30,916 34	37,916 50	.....
.....	.....	.....	18,359 13	3,561 24	8,549 38	.....
.....	.....	.....	43,857 28	2,265 48	7,218 40	.....
.....	.....	.....	18,782 22	5,126 51	3,404 92	.....
.....	.....	.....	1,419 22	.....	558 19	.....
.....	.....	.....	\$504,845 69	\$74,712 92	\$166,934 24	.....
.....	.....	.....	\$12,852 27	\$550 68	\$2,160 89	.....
.....	.....	.....	643 39	33 35	159 38	.....
.....	.....	.....	3,918 15	500 84	1,186 23	.....
.....	.....	.....	68,238 14	6,480 20	13,944 02	.....
.....	.....	.....	21,079 92	1,651 52	3,341 15	.....
.....	.....	.....	\$106,731 87	\$9,216 59	\$20,791 67	.....
\$359 00	.....	\$359 00	\$36,771 91	\$9,160 44	\$5,438 64	.....
.....	.....	.....	5,406 55	1,345 09	1,537 83	.....
53 90	.....	53 90	9,708 11	1,526 83	1,919 43	.....
.....	\$2 50	D 2 50	34 26	2,432 28	11 04	.....
05	36 25	D 36 20	12,177 19	1,766 14	588 96	.....
520 58	592 13	D 71 55	14 092 60	3,338 61	390 28	.....
\$933 53	\$639 88	\$302 65	\$78,190 62	\$19,569 39	\$9,886 17	.....
\$404 13	\$223 07	\$179 13	\$19,452 61	\$9,566 98	\$3,095 54	\$260 27
879 12	1,285 71	D 406 59	17,320 32	6,317 57	2,244 98	.....
.....	.....	.....	369 86	323 69	22 86	.....
1,283 25	1,510 71	D 227 46	37,148 79	16,808 24	5,363 38	260 27
359 43	556 22	D 196 79	17 5,697 89	1,444 88	621 88	5,900 09
.....	.....	.....	21,547 71	457 86	1,407 63	2,040 00
.....	.....	.....	3,238 56	834 48	3,694 81	.....
.....	.....	.....	785 00	174 79	24 44	.....
359 43	556 22	D 196 79	31,369 16	9,912 01	5,748 16	7,940 00
\$1,642 68	\$2,066 93	D \$424 25	\$68,411 95	\$19,120 25	\$11,111 54	\$3,200 27
\$7,216 41	\$6,501 78	\$714 63	\$1,591,016 85	\$326,815 82	\$582,013 59	\$8,200 27

Union Railway for fire insurance and for use of its automobile. ¹¹ A judgment of \$25,961.48 was paid during the year, of which \$20,000 was charged to Casualty and insurance reserve, such amount having been reserved and charged to expense in 1914. ¹² The 1915 figure is composed of expenditures, \$5,818.84 and reserved, \$3,605.77; that for 1916, expenditures, \$7,178.94, and a credit of \$560.91, which latter was charged to reserve. ¹³ The 1915 figure is composed of expenditures, \$14,189.99, and a credit of \$4,281.47, which latter was charged to reserve; that for 1916, expenditures, \$20,992.27, and a credit of \$8,462.76 charged to reserve, creating a debit balance therein. ¹⁴ The 1915 figure is composed of expenditures, \$14,618.61, and reserved, \$1,389.83; that for 1916, expenditures, \$12,386.09, and reserved, \$5,498.51. ¹⁵ The 1915 figure is composed of expenditures, \$19,928.87 and a credit of \$6,829.03 charged to reserve; that for 1916, expenditures, \$22,194.63, and a credit of \$456.77 charged to reserve. ¹⁶ Includes \$1,200 for rent. ¹⁷ Includes Joint general expense, Cr., \$2,004.97.

TABLE XIV. Operating expenses, 1916: (C) Summary for all corporations

OPERATING STREET RAILWAYS	General and Miscellaneous		
	General stationary and printing	Store and stable expense	Undistributed adjustments, balance
Interborough Rapid Transit.....	\$19,321 40	\$50,000 80	
Rapid Transit (Subway div.).....	8,000 46	27,804 97	
Manhattan (Elevated div.).....	4,318 03	31,825 91	
Hudson & Manhattan.....	5,047 61	13,171 79	Cr \$3,446 12
Total.....	\$17,900 19	\$72,802 67	Cr \$0,446 12
BROOKLYN RAPID TRANSIT			
New York Consolidated.....	\$16,848 15	\$44,209 06	Cr \$2,233 16
Brooklyn Heights.....	12,001 90	31,047 20	Cr 1,566 30
Bridge Operating.....			
Brooklyn, Queens Co. & Sub.....	2,000 71	6,698 18	Cr 337 70
Coney Island & Brooklyn.....	2,770 20	7,126 88	Cr 346 81
Coney Island & Gravesend.....	144 40	251 11	Cr 12 31
Nassau Electric.....	7,830 55	20,825 22	Cr 1,947 32
South Brooklyn.....	1,000 14	1,997 35	Cr 97 28
Total.....	\$43,305 14	\$112,126 00	Cr \$5,650 88
MANHATTAN SURFACE			
New York Railways.....	\$5,386 58	\$68,124 07	
Second Avenue, Receiver.....	1,013 43	3,198 27	
Brooklyn & North River.....	134 48		
Third Avenue.....	12,361 80	24,973 98	Cr \$4,994 30
Dry Dock, E. B'way & B. Recr.....	484 72	794 81	
42d St., Manh. & St. N. Ave.....	2,031 95	2,423 17	
Belt Line.....	1,043 26	178 71	
Mid-Crosstown.....	75 97	13 00	
Total.....	\$22,532 19	\$99,696 64	Cr \$4,994 30
BRONX SURFACE			
N. Y. City Interborough.....	\$752 93	\$635 42	
Pelham Park & City Island.....	54 86	24 03	
Southern Boulevard.....	333 29	1,955 20	
Union.....	4,317 02	22,642 57	Cr \$204 24
Westchester Electric.....	788 27	1,174 67	Cr 16 76
Total.....	\$6,246 37	\$26,431 89	Cr \$261 00
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....	\$3,000 00	\$7,766 02	
Long Island Electric.....	404 70	462 65	
New York & Long Island.....	841 40	638 12	
Ocean Electric.....	19 12		
New York & North Shore.....	339 02		
Manhattan & Queens.....	778 57	1,398 29	Dr \$132 29
Total.....	\$6,083 81	\$10,265 09	Dr \$132 29
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....	\$730 70	\$1,176 89	Cr \$122 92
Staten Island Midland.....	354 92	500 98	
Southfield Beach.....	13 45		
Total — Richmond.....	1,099 07	1,757 87	Cr 122 92
Manhattan Bridge 3-Cent Line.....	135 87		Dr 82 37
Bush Terminal.....	4,151 82		
Van Brunt St. & Erie Basin.....	245 06		
Marine.....			
Total — Misc. Brooklyn.....	4,639 75		Dr 82 37
Total.....	\$5,631 82	\$1,737 87	Cr \$40 55
Grand total.....	\$101,748 48	\$323,000 15	Cr \$14,200 96

NOTE.— For the meaning of the * reference, see Note on Depreciation on first page of Div. A.

¹ See note 3 on first double-page of Div. C.

² See note 6, on first double-page of Div. C.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 397

by accounts of class C classification (the least detailed) — Concluded

LARGE EXPENSES — Concluded			GRAND TOTAL			Ac- counting class of company ¹
Total, 1916	Total, 1915	Increase 1916 over 1915	1916	1915	Increase 1916 over 1915	
\$698,818 49	\$700,234 19	D \$1,415 70	\$14,008,165 97	\$12,941,314 22	\$1,066,851 75	A
358,865 84	256,699 96	1,565 89	6,875,191 71	6,803,070 18	672,121 53	—
340,552 65	243,534 24	D 9,981 89	7,132,974 29	6,738,244 10	394,730 19	—
136,833 38	139,554 97	6,278 31	1,514,986 96	1,423,645 49	91,341 47	A
\$625,660 87	\$690,783 26	\$4,862 61	\$15,523,152 93	\$14,364,959 71	\$1,158,193 22	—
\$307,470 40	\$259,321 48	\$48,148 92	\$5,481,663 97	\$4,679,920 14	\$801,743 83	A
215,537 42	235,869 59	D 20,332 17	5,098,683 53	5,072,466 30	26,217 23	A
6,434 28	6,134 87	299 91	*152,567 03	*147,165 84	5,401 69	A
48,187 47	51,168 57	D 2,976 10	1,071,900 14	1,069,142 53	2,757 61	A
62,826 67	64,692 09	D 1,865 42	1,142,884 48	1,141,403 59	1,480 89	A
3,651 91	4,752 50	D 1,100 59	49,146 68	51,243 14	D 2,096 46	A
141,531 21	148,874 43	D 7,343 27	3,493,319 81	3,531,357 99	D 38,038 18	A
26,129 64	31,815 75	D 5,676 71	569,448 03	599,444 35	D 29,996 32	A
\$811,778 40	\$902,623 83	\$90,154 57	\$17,059,613 67	\$16,292,143 38	\$767,470 29	—
\$628,104 69	\$650,997 41	D \$22,892 73	\$8,374,078 67	\$8,551,432 17	D \$177,353 50	A
37,914 25	42,667 81	D 4,743 96	*611,255 43	*607,537 41	3,718 02	A
3,829 16	7,742 20	D 3,913 04	*180,179 50	*161,717 54	18,461 96	B
179,241 10	181,268 81	D 2,027 71	2,169,337 58	2,237,840 58	D 68,503 00	A
26,739 28	25,364 32	1,374 96	388,319 33	398,494 25	D 10,174 92	A
57,296 28	57,441 48	D 145 20	968,901 93	1,001,687 19	D 32,785 26	A
28,535 62	28,351 62	184 60	533,440 30	580,480 34	D 47,040 04	A
2,067 01	2,387 97	D 370 96	92,963 08	87,965 23	4,997 85	A
\$963,727 38	\$996,155 52	D \$32,428 14	\$13,318,475 82	\$13,626,654 71	D \$308,178 89	—
\$16,952 19	\$15,354 14	\$1,598 05	\$423,144 76	\$425,835 87	D \$2,691 11	A
915 91	1,039 93	D 124 92	*27,344 58	*24,155 42	3,189 16	A
7,893 71	8,445 38	D 551 67	145,530 26	144,955 15	575 11	A
115,357 71	111,140 89	4,216 82	1,937,300 49	1,950,961 38	D 13,660 89	A
26,018 77	30,615 88	D 2,597 56	441,233 03	436,698 74	4,534 29	A
\$169,127 39	\$166,608 67	\$2,549 72	\$2,974,553 12	\$2,982,606 56	D \$8,053 44	—
\$62,737 91	\$63,798 71	D \$1,061 70	\$1,378,958 57	\$1,334,078 34	\$44,880 23	A
9,246 82	9,298 28	D 49 56	222,538 52	219,234 51	3,304 01	B
14,633 89	16,180 34	D 1,546 35	337,185 21	314,072 67	23,112 54	B
2,487 70	2,480 89	6 81	92,795 57	89,119 38	3,676 19	B
14,871 90	15,835 53	D 964 23	103,337 42	*105,943 28	D 2,605 86	B
20,130 64	18,615 56	1,515 08	*197,748 40	*186,381 03	11,367 37	B
\$124,187 36	\$126,307 31	D \$2,099 95	\$2,333,563 69	\$2,248,929 11	\$84,634 58	—
\$34,160 07	\$30,575 24	\$3,584 83	\$299,925 97	\$318,232 35	D \$18,306 38	B
26,798 77	25,682 23	1,116 54	297,571 25	256,875 82	40,695 53	B
729 89	875 52	D 145 66	*4,290 10	*5,016 42	D 625 72	C
61,643 70	57,139 99	4,555 71	591,888 09	580,124 59	11,763 49	—
13,832 89	18,209 75	D 4,376 86	*85,593 83	*93,539 48	D 7,945 65	B
29,604 42	24,638 92	4,920 50	104,228 89	*95,871 47	8,357 42	C
8,012 91	5,001 45	3,011 46	37,232 61	30,645 56	6,587 05	C
984 23	1,008 32	D 19 59	10,000 50	9,126 89	873 61	C
58,484 36	46,888 94	11,595 42	237,064 90	229,183 37	7,881 53	—
\$414,178 15	\$406,081 98	\$8,141 22	\$828,952 92	\$809,307 96	\$19,644 96	—
\$2,918,574 55	\$2,928,408 52	D \$9,828 97	\$52,038,312 15	*\$50,324,601 43	\$1,713,710 72	—

¹ See notes 6 and 8 on first double-page of Div. C.

* The discrepancy of \$506.11 with figure published in 1915 Report is due to a correction made by the Bush Terminal.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 399

1916: (A) Per car mile

OPERATING EXPENSES (CENTS) PER CAR MILE

MAINTENANCE OF —		Traffic expenses	OPERATION OF —		Injuries and damages	General and miscellaneous expenses	Total
Way and structures	Equipment		Power plant	Cars			
1.29	1.74	0.00	1.65	4.25	0.49	0.49	9.91
1.24	1.87	0.00	1.88	3.46	0.69	0.50	9.54
1.34	1.62	0.00	1.41	5.06	0.37	0.49	10.29
3.55	3.43	0.04	2.15	7.89	0.23	1.72	19.01
1.41	1.83	0.00	1.68	4.44	0.48	0.56	10.40
1.52	2.27	0.00	3.97	4.97	0.49	0.79	14.01
3.40	2.67	.....	1.87	8.57	1.05	0.77	18.33
0.40	0.65	.....	6.00	9.60	0.49	0.76	17.90
3.41	2.67	.....	2.10	7.80	1.18	0.81	17.97
3.15	2.48	0.02	2.33	7.74	1.17	0.98	17.87
3.87	3.03	.....	2.81	8.99	1.47	1.62	21.79
3.17	2.49	.....	3.09	8.19	1.08	0.76	18.78
3.03	2.76	.....	2.69	12.33	1.05	1.05	22.91
2.58	2.46	0.00	3.00	7.12	0.85	0.80	16.81
4.69	3.29	.....	2.43	10.06	2.36	1.54	24.37
2.37	1.72	.....	3.15	9.99	1.62	1.25	20.10
0.87	2.69	.....	3.56	9.57	1.55	0.40	18.64
4.50	3.92	.....	8.86	8.52	2.32	2.53	30.65
3.36	2.89	.....	4.62	10.14	3.19	1.79	25.99
3.35	2.86	.....	4.33	9.85	2.06	1.41	23.86
3.52	3.14	.....	4.24	10.24	2.02	1.31	24.47
3.87	1.51	.....	4.56	10.31	3.07	0.53	23.85
4.27	3.21	.....	3.64	9.84	2.29	1.61	24.86
1.30	1.98	.....	3.43	7.50	1.35	0.65	16.21
1.94	1.45	.....	6.58	11.15	0.56	0.75	22.43
1.76	1.41	.....	3.60	7.26	2.52	0.95	17.50
2.81	1.97	.....	2.87	7.47	1.96	1.08	18.16
3.58	1.44	.....	3.42	7.63	0.65	1.13	17.85
2.63	1.97	.....	3.10	7.51	1.69	1.01	17.81
6.00	3.00	0.01	3.31	6.88	2.21	1.02	22.43
4.50	4.50	.....	4.66	6.85	2.07	0.98	23.56
3.00	3.50	0.00	5.06	5.68	2.03	0.88	20.15
3.82	3.22	.....	4.02	7.00	0.84	0.51	19.41
1.69	2.28	0.00	4.09	5.35	1.08	2.44	16.93
0.94	2.14	0.05	6.43	6.95	1.25	2.01	19.77
4.60	3.10	0.01	4.06	6.62	1.96	1.14	21.49
1.68	2.33	0.02	4.25	6.95	1.14	2.19	18.56
1.73	2.17	0.05	4.36	6.10	1.26	1.55	17.22
5.02	0.27	.....	2.77	5.85	.....	2.78	16.69
1.74	2.23	0.04	4.30	6.49	1.19	1.86	17.85
0.63	1.13	0.09	4.53	9.92	1.25	3.40	20.95
17.08	30.74	.....	20.83	179.66	.....	98.50	346.81
0.35	0.82	.....	3.00	8.02	0.20	3.40	15.79
.....	0.48	.....	6.65	6.33	.....	1.46	14.92
1.15	2.18	0.05	4.90	15.86	0.75	7.08	31.97
1.63	2.22	0.04	4.41	8.21	1.11	2.81	20.43
2.39	2.29	0.00	2.57	6.38	0.99	0.87	15.49

TABLE XV. Operating ratios,

OPERATING STREET RAILWAYS	Revenue car hours	REVENUE PER CAR HOUR	
		From trans- portation	Other operating revenues
Interborough Rapid Transit.....	8,440,980	\$4.06	\$.27
Rapid Transit (Subway div.).....	8,839,579	4.83	.21
Manhattan (Elevated div.).....	4,601,341	3.39	.20
Hudson & Manhattan.....	431,649	8.52	.54
Total.....	8,872,569	\$4.27	\$.22
BROOKLYN RAPID TRANSIT			
New York Consolidated.....	8,104,651	\$3.13	\$.06
Brooklyn Heights.....	3,555,039	2.37	.06
Bridge Operating.....	91,666	2.90	.....
Brooklyn, Queens Co. & Sub.....	725,792	2.20	.04
Coney Island & Brooklyn.....	738,779	2.44	.05
Coney Island & Gravesend.....	28,749	2.38	.06
Nassau Electric.....	2,240,331	2.27	.03
South Brooklyn.....	306,918	2.83	.37
Total.....	10,791,925	\$2.58	\$.06
MANHATTAN SURFACE			
New York Railways.....	4,925,285	\$2.72	\$.07
Second Avenue, Receiver.....	420,403	2.05	.04
Brooklyn & North River.....	137,995	1.35	.....
Third Avenue.....	682,367	3.04	1.57
Dry Dock, E. B'way & B., Recr.....	226,543	1.78	.40
42d St., Manh. & St. N. Ave.....	573,653	3.36	.06
Belt Line.....	360,813	2.15	.06
Mid-Croastown.....	72,667	1.00	.01
Total.....	7,599,726	\$2.67	\$.25
BRONX SURFACE			
New York City Interborough.....	310,089	\$2.34	\$.01
Pelham Park & City Island.....	20,655	1.09	.01
Southern Boulevard.....	92,973	2.48	.01
Union.....	1,234,774	2.23	.13
Westchester Electric.....	294,707	1.58	.39
Total.....	1,953,198	\$2.15	\$.14
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....	647,244	\$2.20	\$.02
Long Island Electric.....	92,337	2.40	.30
New York & Long Island.....	137,282	3.00	.08
Ocean Electric.....	53,553	2.81	.03
New York & North Shore.....	56,615	2.93	.01
Manhattan & Queens.....	104,930	2.74	.04
Total.....	1,091,961	\$2.44	\$.05
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....	179,073	\$2.22	\$.06
Staten Island Midland.....	181,307	1.85	.04
Southfield Beach.....	2,740	3.87	.07
Total — Richmond.....	363,120	2.05	.05
Manhattan Bridge 3-Cent Line.....	53,551	2.31	.09
Bush Terminal.....	9,261	4.24	.05
Van Brunt St. & Erie Basin.....	36,852	1.57	.01
Marine.....	11,298	0.58	.....
Total — Misc. Brooklyn.....	710,982	2.06	.05
Total.....	474,082	\$2.05	\$.05
Grand total.....	30,783,461	\$3.05	\$.16

TABULATIONS FROM RETURNS OF STREET RAILWAYS 401

1925: (B) Per car hour

OPERATING EXPENSES PER CAR HOUR

MAINTENANCE OF —		Traffic expenses	OPERATION OF —		Injuries and damages	General and mis- cellaneous expenses	Total
Way and structures	Equip- ment		Power plant	Cars			
\$.22	\$.29	\$.00	\$.28	\$.71	\$.08	\$.08	\$1.66
.24	.35	.00	.35	.65	.11	.09	1.79
.20	.24	.00	.22	.76	.06	.07	1.55
.66	.63	.00	.40	1.46	.04	.32	2.51
\$.24	\$.31	\$.00	\$.28	\$.75	\$.08	\$.09	\$1.75
\$.19	\$.29	\$.00	\$.50	\$.63	\$.06	\$.10	\$1.77
.26	.21	.....	.15	.67	.08	.08	1.48
.03	.06	.....	.56	.89	.05	.07	1.66
.28	.22	.....	.17	.64	.10	.07	1.48
.27	.22	.00	.20	.67	.10	.09	1.55
.30	.24	.....	.22	.70	.12	.13	1.71
.26	.21	.....	.26	.68	.09	.08	1.56
.25	.22	.....	.22	1.00	.09	.08	1.86
\$.24	\$.23	\$.00	\$.28	\$.67	\$.08	\$.08	\$1.58
\$.33	\$.23	.....	\$ .17	\$.70	\$.16	\$.11	\$1.79
.17	.12	.....	.23	.72	.12	.09	1.45
.06	.19	.....	.25	.67	.11	.08	1.81
.36	.32	.....	.71	.68	.19	.20	2.46
.22	.19	.....	.30	.67	.21	.12	1.71
.24	.20	.....	.30	.70	.15	.10	1.69
.21	.19	.....	.26	.62	.12	.08	1.48
.21	.08	.....	.25	.55	.16	.08	1.28
\$.30	\$.23	.....	\$ .26	\$.69	\$.16	\$.11	\$1.75
\$.11	\$.17	.....	\$ .29	\$.63	\$.11	\$.05	\$1.36
.11	.09	.....	.39	.66	.08	.04	1.32
.16	.13	.....	.32	.65	.23	.06	1.57
.24	.17	.....	.25	.65	.17	.09	1.57
.30	.12	.....	.29	.64	.06	.10	1.50
\$.22	\$.16	.....	\$ .27	\$.64	\$.14	\$.00	\$1.52
\$.57	\$.28	\$.00	\$.32	\$.65	\$.21	\$.10	\$2.18
.46	.46	.....	.48	.70	.21	.10	2.41
.37	.42	.00	.62	.69	.25	.11	2.46
.34	.29	.....	.36	.63	.08	.05	1.75
.18	.25	.00	.44	.58	.12	.28	1.68
.09	.20	.01	.61	.66	.12	.19	1.86
\$.46	\$.31	\$.00	\$.40	\$.66	\$.20	\$.11	\$2.14
\$.15	\$.20	\$.00	\$.37	\$.61	\$.10	\$.19	\$1.62
.16	.21	.00	.42	.58	.12	.15	1.64
.48	.08	.....	.26	.56	.....	.27	1.60
.16	.27	.00	.59	.59	.11	.17	1.63
.05	.09	.01	.84	.76	.09	.26	1.60
.56	1.00	.....	.67	5.83	.....	3.20	11.25
.02	.05	.....	.19	.52	.01	.22	1.01
.....	.03	.....	.80	.38	.....	.09	.89
.08	.15	.00	.66	1.08	.06	.47	2.14
\$.14	\$.19	\$.00	\$.88	\$.79	\$.10	\$.24	\$1.75
\$.26	\$.25	\$.00	\$.28	\$.70	\$.11	\$.09	\$1.69

TABLE XV. Operating ratios

OPERATING STREET RAILWAYS	Average miles of running track	REVENUE PER MILE OF TRACK	
		From trans- portation	Other operating revenues
Interborough Rapid Transit.....	187.00	\$182,792	\$9,141
Rapid Transit (Subway div.).....	78.81	235,532	10,068
Manhattan (Elevated div.).....	108.19	144,374	8,452
Hudson & Manhattan.....	16.85	218,217	13,860
Total.....	203.85	\$185,720	\$9,531
BROOKLYN RAPID TRANSIT			
New York Consolidated.....	154.22	\$62,926	\$1,207
Brooklyn Heights.....	219.23	38,494	935
Bridge Operating.....	[3.09]	86,041	.....
Brooklyn, Queens Co. & Sub.....	57.04	27,983	509
Coney Island & Brooklyn.....	46.82	38,485	798
Coney Island & Gravesend.....	7.49	9,141	226
Nassau Electric.....	138.40	36,703	515
South Brooklyn.....	20.97	41,378	5,347
Total.....	644.17	\$43,192	\$998
MANHATTAN SURFACE			
New York Railways.....	148.81	\$89,907	\$2,254
Second Avenue, Receiver.....	23.81	36,134	768
Brooklyn & North River.....	3.65	51,111	.....
Third Avenue.....	34.00	78,771	40,802
Dry Dock, E. B'way & B., Recr.....	13.43	30,072	6,717
42d St., Manh. & St. N. Ave.....	20.56	93,837	1,758
Belt Line.....	22.00	35,286	1,066
Mid-Crosstown.....	4.60	15,817	117
Total.....	270.86	\$74,896	\$6,083
BRONX SURFACE			
New York City Interborough.....	31.42	\$23,105	\$70
Pelham Park & City Island.....	3.29	6,873	55
Southern Boulevard.....	9.83	23,451	67
Union.....	129.69	21,192	1,239
Westchester Electric.....	41.60	11,185	2,763
Total.....	215.83	\$19,426	\$1,291
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....	73.24	\$19,429	\$174
Long Island Electric.....	25.23	8,784	1,090
New York & Long Island.....	41.31	9,957	255
Ocean Electric.....	8.45	17,814	162
New York & North Shore.....	37.68	4,396	19
Manhattan & Queens.....	17.02	16,903	242
Total.....	202.93	\$13,107	\$281
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....	30.11	\$13,192	\$343
Staten Island Midland.....	30.75	10,913	243
Southfield Beach.....	3.14	3,373	59
Total — Richmond.....	64.00	11,816	281
Manhattan Bridge 3-Cent Line.....	4.47	27,694	1,091
Bush Terminal.....	4.30	9,131	113
Van Brunt St. & Erie Basin.....	2.32	24,907	112
Marine.....	2.15	3,034	.....
Total — Misc. Brooklyn.....	13.24	17,173	425
Total.....	77.24	\$12,568	\$306
Grand total.....	1,614.88	\$58,080	\$2,995

TABULATIONS FROM RETURNS OF STREET RAILWAYS 403

1916: (C) Per mile of track

OPERATING EXPENSES PER MILE OF TRACK

MAINTENANCE OF —		Traffic expenses	OPERATION OF —		Injuries and damages	General and miscellaneous expenses	Total
Way and structures	Equipment		Power plant	Cars			
\$9,772	\$13,174	\$5	\$12,462	\$22,085	\$2,677	\$3,737	\$74,910
11,385	17,061	2	17,193	31,613	5,438	4,546	87,238
8,597	10,342	3	9,016	32,420	2,394	3,148	65,930
16,793	16,230	166	10,167	37,325	1,106	8,121	89,910
\$10,352	\$13,428	\$17	\$12,272	\$22,514	\$3,465	\$4,099	\$76,150
\$3,848	\$5,772	\$0	\$10,073	\$12,620	\$1,237	\$1,904	\$34,644
4,311	3,887	.....	2,368	10,878	1,335	983	23,257
1,106	1,799	.....	16,580	26,491	1,344	2,082	49,374
3,588	2,798	.....	2,196	8,154	1,231	845	18,792
4,310	3,387	27	3,180	10,571	1,593	1,342	24,410
1,166	914	.....	847	2,708	441	488	6,562
4,265	3,351	.....	4,152	11,008	1,447	1,023	25,241
3,587	3,272	.....	3,186	14,616	1,248	1,246	27,155
\$4,070	\$3,674	\$2	\$4,728	\$11,211	\$1,522	\$1,900	\$26,483
\$10,832	\$7,601	.....	\$5,612	\$23,239	\$5,441	\$3,549	\$56,274
3,029	2,200	.....	4,020	12,758	2,076	1,592	25,672
2,304	7,129	.....	9,436	25,357	4,089	1,049	49,364
9,361	8,151	.....	18,446	17,734	4,840	5,272	63,804
3,787	3,215	.....	5,137	11,280	3,554	1,991	28,914
6,617	5,655	.....	8,545	19,444	4,078	2,787	47,126
3,488	3,112	.....	4,201	10,146	2,003	1,297	24,247
3,278	1,285	.....	3,862	8,736	2,600	449	20,209
\$5,449	\$6,352	.....	\$7,189	\$19,465	\$4,527	\$3,189	\$49,171
\$1,078	\$1,649	.....	\$2,851	\$6,227	\$1,123	\$539	\$13,467
717	539	.....	2,438	4,132	208	278	8,312
1,493	1,191	.....	3,046	6,141	2,131	803	14,805
2,310	1,623	.....	2,359	6,142	1,614	890	14,938
2,131	854	.....	2,032	4,531	385	674	10,607
\$2,036	\$1,442	.....	\$2,400	\$5,813	\$1,308	\$784	\$13,782
\$5,036	\$2,518	\$5	\$2,780	\$5,778	\$1,855	\$856	\$18,828
1,685	1,685	.....	1,744	2,565	775	866	8,820
1,215	1,418	.....	2,049	2,303	822	354	8,162
2,182	1,830	.....	2,300	4,003	481	295	11,100
274	370	0	662	866	176	395	2,743
551	1,255	31	3,779	4,083	736	1,183	11,618
\$2,462	\$1,657	\$5	\$2,173	\$3,543	\$1,041	\$611	\$11,499
\$873	\$1,207	\$13	\$2,204	\$3,603	\$594	\$1,135	\$9,629
976	1,220	28	2,449	3,425	707	872	9,677
421	23	.....	232	490	.....	232	1,398
800	1,155	30	8,225	3,365	618	964	9,248
579	1,034	80	4,141	9,062	1,144	3,106	19,149
1,194	2,148	.....	1,455	12,557	.....	6,885	24,239
356	838	.....	3,050	8,150	201	3,484	16,040
.....	149	.....	2,074	1,974	.....	458	4,655
645	1,818	87	2,743	3,886	422	3,964	17,206
\$657	\$1,166	\$21	\$2,314	\$4,311	\$585	\$1,478	\$10,732
\$4,970	\$4,762	\$4	\$5,345	\$13,270	\$2,051	\$1,807	\$32,221

TABLE XV. Operating ratios.

OPERATING STREET RAILWAYS	Revenue passengers	REVENUE PER PASSENGER (CENTS)	
		From trans- portation	Other operating revenues
Interborough Rapid Transit.....	688,758,114	5.00	0.25
Rapid Transit (Subway div.).....	371,505,318	5.00	0.21
Manhattan (Elevated div.).....	312,246,796	5.00	0.29
Hudson & Manhattan.....	68,293,534	5.81	0.37
Total.....	747,045,648	5.07	0.26
RAPID TRANSIT			
.....	194,067,696	5.00	0.10
.....	171,970,876	4.91	0.13
.....	15,812,802	1.68	.....
ab.....	32,164,818	4.96	0.09
.....	37,129,082	4.85	0.10
.....	1,294,490	4.91	0.12
.....	103,315,217	4.92	0.07
.....	7,490,355	11.58	1.50
Total.....	668,346,326	4.94	0.11
MANHATTAN SURFACE			
New York Railways.....	274,781,191	4.87	0.12
Second Avenue, Receiver.....	18,049,079	4.77	0.10
Brooklyn & North River.....	5,218,608	3.57	.....
Third Avenue.....	54,279,844	4.93	2.56
Dry Dock, E. B'way & B. Recr.....	8,078,706	5.00	1.12
42d St., Manh. & St. N. Ave.....	39,222,533	4.92	0.09
Belt Line.....	26,288,770	2.95	0.09
Mid-Cross-town.....	1,455,116	5.00	0.04
Total.....	427,373,847	4.75	0.44
BRONX SURFACE			
New York City Interborough.....	15,247,222	4.76	0.01
Palham Park & City Island.....	452,200	5.00	0.04
Southern Boulevard.....	4,610,539	5.00	0.01
Union.....	54,802,451	5.02	0.29
Westchester Electric.....	9,423,265	4.94	1.22
Total.....	84,535,737	5.01	0.33
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....	28,373,608	5.02	0.04
Long Island Electric.....	4,418,933	5.01	0.62
New York & Long Island.....	8,294,525	4.96	0.13
Ocean Electric.....	3,008,609	5.00	0.05
New York & North Shore.....	2,901,530	5.71	0.02
Manhattan & Queens.....	7,170,198	4.01	0.06
Total.....	54,167,403	5.11	0.11
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.	7,950,284	5.00	0.13
Staten Island Midland.....	5,722,403	4.99	0.11
Southfield Beach.....	211,847	5.00	0.09
Total — Richmond.....	14,884,534	4.99	0.12
Manhattan Bridge 3-Cent Line.....	4,938,477	2.52	0.10
Beach Terminal.....	39,659	99.00	1.22
Van Brunt St. & Erie Basin.....	2,303,515	2.51	0.01
Marine.....	120,469	5.00	.....
Total — Miss. Brooklyn.....	7,362,140	5.05	0.03
Total.....	22,246,654	4.36	0.11
Grand total.....	1,308,735,615	5.00	0.25

TABULATIONS FROM RETURNS OF STREET RAILWAYS 405

1946: (D) Per passenger

OPERATING EXPENSES (CENTS) PER PASSENGER

MAINTENANCE OF —		Traffic expenses	OPERATION OF —		Injuries and damages	General and miscellaneous expenses	Total
Way and structures	Equipment		Power-plant	Cars			
0.37	0.36	0.00	0.34	0.88	0.10	0.10	2.05
0.24	0.36	0.00	0.36	0.67	0.12	0.10	1.85
0.30	0.36	0.00	0.31	1.12	0.08	0.11	2.28
0.45	0.43	0.00	0.27	1.00	0.08	0.21	2.39
0.28	0.37	0.00	0.33	0.89	0.10	0.11	2.08
0.30	0.46	0.00	0.80	1.09	0.19	0.16	2.82
0.55	0.43	.....	0.30	1.29	0.17	0.12	2.96
0.02	0.04	.....	0.32	0.52	0.03	0.04	0.97
0.63	0.50	.....	0.39	1.44	0.22	0.15	3.33
0.55	0.43	0.00	0.40	1.23	0.20	0.17	3.08
0.63	0.49	.....	0.45	1.45	0.24	0.26	3.52
0.57	0.45	.....	0.56	1.47	0.19	0.14	3.38
1.00	0.92	.....	0.89	4.09	0.35	0.35	7.60
0.47	0.44	0.00	0.54	1.28	0.15	0.15	3.03
0.59	0.41	.....	0.30	1.26	0.20	0.19	3.05
0.40	0.29	.....	0.53	1.68	0.28	0.21	3.89
0.16	0.50	.....	0.66	1.77	0.29	0.07	3.45
0.59	0.51	.....	1.16	1.11	0.39	0.33	4.00
0.62	0.54	.....	0.85	1.88	0.59	0.23	4.31
0.35	0.30	.....	0.45	1.02	0.21	0.14	2.47
0.29	0.26	.....	0.35	0.85	0.17	0.11	2.03
1.04	0.41	.....	1.22	2.76	0.82	0.14	6.39
0.54	0.40	.....	0.46	1.23	0.29	0.20	3.12
0.22	0.34	.....	0.59	1.28	0.28	0.11	2.77
0.52	0.39	.....	1.78	3.01	0.15	0.20	6.05
0.32	0.25	.....	0.65	1.31	0.46	0.17	3.16
0.55	0.39	.....	0.56	1.45	0.38	0.21	3.54
0.94	0.38	.....	0.90	2.00	0.17	0.29	4.68
0.52	0.37	.....	0.61	1.49	0.33	0.20	3.52
1.30	0.65	0.00	0.72	1.49	0.48	0.22	4.86
0.96	0.96	.....	1.00	1.47	0.44	0.21	5.04
0.61	0.71	0.00	1.02	1.15	0.41	0.17	4.07
0.61	0.52	.....	0.65	1.12	0.14	0.08	3.12
0.36	0.48	0.00	0.86	1.12	0.23	0.51	3.56
0.13	0.30	0.01	0.90	0.97	0.17	0.28	2.76
0.92	0.62	0.00	0.82	1.33	0.39	0.23	4.31
0.33	0.46	0.01	0.83	1.36	0.28	0.42	3.65
0.45	0.56	0.01	1.12	1.57	0.32	0.40	4.43
0.62	0.03	.....	0.34	0.73	.....	0.35	2.07
0.39	0.60	0.01	0.96	1.45	0.28	0.41	3.98
0.05	0.09	0.01	0.38	0.83	0.10	0.28	1.74
12.94	23.30	.....	15.78	136.14	.....	74.65	262.81
0.04	0.08	.....	0.31	0.82	0.02	0.35	1.62
.....	0.25	.....	3.42	3.25	.....	0.75	7.67
0.19	0.22	0.00	0.49	1.59	0.08	0.71	3.81
0.30	0.40	0.01	0.80	1.50	0.20	0.51	3.72
0.42	0.41	0.00	0.45	1.13	0.18	0.15	2.74

TABLE XV. Operating ratios, 1916: (E) Proportionate

OPERATING STREET RAILWAYS	PER CENT DISTRIBUTION OF TOTAL OPERATING REVENUE BETWEEN —				
	Regular passenger-car earnings	Special or chartered-car earnings	Freight, mail, express and baggage car earnings	Other transportation revenue	Other operating revenue
Interborough Rapid Transit.....	95.15	.....	.....	0.09	4.76
Rapid Transit (Subway div.).....	95.83	.....	.....	0.06	4.11
Manhattan (Elevated div.).....	94.35	.....	.....	0.12	5.53
Hudson & Manhattan.....	93.63	.....	0.25	0.15	5.97
Total.....	95.00	.....	0.03	0.09	4.88
BROOKLYN RAPID TRANSIT					
New York Consolidated.....	98.11	0.00	.....	0.01	1.88
Brooklyn Heights.....	97.43	0.20	.....	.....	2.37
Bridge Operating.....	100.00	.....	.....	.....	.....
Brooklyn, Queens Co. & Sub.....	98.21	.....	.....	.....	1.79
Coney Island & Brooklyn.....	97.97	.....	.....	.....	2.03
Coney Island & Gravesend.....	97.58	.....	.....	.....	2.42
Nassau Electric.....	98.62	.....	.....	.....	1.38
South Brooklyn.....	38.22	.....	50.33	.....	11.45
Total.....	95.95	0.06	1.73	0.00	2.26
MANHATTAN SURFACE					
New York Railways.....	97.55	.....	.....	.....	2.45
Second Avenue, Receiver.....	97.92	.....	.....	.....	2.08
Brooklyn & North River.....	100.00	.....	.....	.....	.....
Third Avenue.....	65.87	0.01	.....	.....	34.12
Dry Dock, E. B'way & B., Recr.....	81.73	0.01	.....	.....	18.26
42d St., Manh. & St. N. Ave.....	98.16	0.00	.....	.....	1.84
Belt Line.....	97.07	.....	.....	.....	2.93
Mid-Crosstown.....	99.26	.....	.....	.....	0.74
Total.....	91.47	0.00	.....	.....	8.53
BRONX SURFACE					
New York City Interborough.....	99.68	0.02	.....	.....	0.30
Pelham Park & City Island.....	99.21	.....	.....	.....	0.79
Southern Boulevard.....	99.72	.....	.....	.....	0.28
Union.....	94.16	0.12	0.20	.....	5.52
Westchester Electric.....	79.96	0.23	.....	.....	19.81
Total.....	93.53	0.11	0.13	.....	6.23
QUEENS SURFACE (EXCL. B. R. T.)					
New York & Queens County.....	98.81	0.24	0.05	0.00	0.90
Long Island Electric.....	88.69	0.26	.....	0.01	11.04
New York & Long Island.....	97.39	0.10	.....	0.01	2.50
Ocean Electric.....	99.04	0.06	.....	.....	0.90
New York & North Shore.....	99.31	0.21	0.05	.....	0.43
Manhattan & Queens.....	98.59	.....	.....	0.00	1.41
Total.....	97.68	0.18	0.03	0.01	2.10
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.....	97.28	0.18	.....	.....	2.54
Staten Island Midland.....	97.56	0.26	.....	.....	2.18
Southfield Beach.....	98.28	.....	.....	.....	1.72
Total — Richmond.....	97.43	0.22	.....	.....	2.35
Manhattan Bridge 3-Cent Line.....	96.21	.....	.....	.....	3.79
Bush Terminal.....	2.00	.....	96.78	.....	1.22
Van Brunt St. & Erie Basin.....	99.55	.....	.....	.....	0.45
Marine.....	100.00	.....	.....	.....	.....
Total — Misc. Brooklyn.....	81.08	.....	16.51	.....	2.41
Total.....	93.59	0.16	3.87	.....	2.38
Grand total.....	94.47	0.03	0.56	0.04	4.90

TABULATIONS FROM RETURNS OF STREET RAILWAYS 407

portance of sources of revenue and of objects of expense

Total operating expenses	PER CENT DISTRIBUTION OF TOTAL OPERATING EXPENSES BETWEEN—						
	MAINTENANCE OF—		Traffic expenses	OPERATION OF—		Injuries and damages	General and mis- cellaneous expenses
	Way and structures	Equip- ment		Power- plant	Cars		
14,008,165 87	13.01	17.59	0.00	16.81	42.83	4.91	4.89
6,875,191 71	13.05	19.56	0.00	19.71	36.24	6.23	5.21
7,132,974 26	13.04	15.69	0.00	13.68	49.19	3.63	4.77
1,514,986 96	18.68	18.05	0.19	11.31	41.51	1.23	9.03
15,523,152 93	13.59	17.63	0.02	16.12	42.70	4.56	5.38
5,481,663 97	10.83	16.24	0.00	28.34	35.50	3.48	5.61
5,098,683 53	18.54	14.56	.....	10.18	46.75	5.74	4.23
152,567 03	2.24	3.65	.....	33.52	53.65	2.73	4.22
1,071,900 14	18.99	14.89	.....	11.63	43.39	6.55	4.50
1,142,884 48	17.66	73.87	0.11	13.03	43.31	6.52	5.50
49,146 68	17.76	13.93	.....	12.01	41.24	6.73	7.43
3,493,319 81	16.90	13.28	.....	16.46	43.59	5.73	4.05
569,448 03	13.21	12.05	.....	11.73	53.82	4.60	4.59
17,059,613 67	15.27	14.63	0.01	17.85	42.33	5.05	4.76
8,374,078 67	19.25	13.51	.....	9.97	41.30	9.67	6.30
611,255 42	11.79	8.57	.....	15.66	49.69	8.09	6.20
180,179 50	4.67	14.44	.....	19.12	51.37	8.28	2.12
2,169,337 58	14.67	12.77	.....	28.91	27.80	7.50	8.26
388,319 38	12.92	11.12	.....	17.77	39.01	12.29	6.83
968,901 93	14.04	12.00	.....	18.13	41.26	8.65	5.92
533,440 30	14.39	12.83	.....	17.33	41.84	8.26	5.35
92,963 08	16.22	6.36	.....	19.11	43.22	12.87	2.22
13,318,475 82	17.18	12.92	.....	14.62	39.58	9.21	6.49
8423,144 76	8.00	12.26	.....	21.17	46.23	8.34	4.01
27,344 58	8.63	6.48	.....	29.33	49.71	2.50	3.35
145,530 26	10.09	8.05	.....	20.57	41.48	14.39	5.42
1,937,300 49	15.45	10.87	.....	15.79	41.12	10.81	5.95
441,233 08	20.09	8.05	.....	19.16	42.72	3.63	6.35
82,974,553 12	14.76	10.47	.....	17.41	42.18	9.49	5.69
1,378,958 57	26.75	13.37	0.03	14.76	30.69	9.85	4.55
222,538 52	19.10	19.10	.....	19.77	34.79	8.78	4.16
337,185 21	14.89	17.37	0.01	25.11	28.21	10.07	4.14
93,796 57	19.66	16.57	.....	20.72	36.06	4.34	2.61
103,337 42	9.98	13.49	0.00	24.14	31.60	6.40	14.39
197,748 40	4.74	10.81	0.26	32.53	35.14	6.34	10.15
82,333,563 69	21.41	14.41	0.04	18.90	34.31	9.11	5.32
1,378,958 57	9.00	12.53	0.14	14.76	37.43	6.17	11.73
297,571 35	10.00	12.60	0.29	14.76	35.40	7.31	9.01
4,890 70	20.10	1.63	.....	16.59	35.06	.....	16.62
591,888 04	9.73	18.49	0.28	24.08	36.39	6.69	10.42
85,593 83	3.02	5.40	0.42	21.64	47.32	5.98	16.22
104,228 89	4.93	8.86	.....	6.01	51.80	.....	28.40
37,232 61	2.23	5.22	.....	19.01	50.78	1.25	21.52
10,000 57	.....	3.20	.....	44.56	42.41	.....	9.83
237,064 90	3.61	6.80	0.16	18.32	49.63	4.55	22.14
828,952 92	7.98	10.86	0.20	21.56	40.17	5.45	13.78
52,038,312 15	15.42	14.78	0.01	16.69	41.18	6.41	5.61

TABLE XV. Operating ratios, 1936

OPERATING STREET RAILWAYS	Total operating revenues	PER		
		OPERATING		Traffic expenses
		MAINTENANCE OF —		
		Way and struc- tures	Equip- ment	
Interborough Rapid Transit.....	\$35,891,528 29	5.09	6.88	0.00
Rapid Transit (Subway div.).....	19,367,852 64	4.64	6.25	0.00
Manhattan (Elevated div.).....	16,554,275 65	5.62	6.77	0.00
Hudson & Manhattan.....	3,910,597 07	7.24	6.99	0.07
Total.....	\$39,802,035 36	5.30	6.88	0.01
BROOKLYN RAPID TRANSIT				
New York Consolidated.....	\$9,890,499 54	6.00	9.00	0.00
Brooklyn Heights.....	8,643,997 26	10.93	8.59	.....
Bridge Operating.....	265,866 71	1.29	2.09	.....
Brooklyn, Queens Co. & Sub.....	1,625,204 22	12.52	9.82	.....
Coney Island & Brooklyn.....	1,839,199 94	10.97	8.62	0.07
Coney Island & Gravesend.....	70,162 35	12.44	9.76	.....
Nassau Electric.....	5,150,997 14	11.46	9.00	.....
South Brooklyn.....	979,817 15	7.68	7.00	.....
Total.....	\$28,465,744 31	9.21	8.77	0.00
MANHATTAN SURFACE				
New York Railways.....	\$13,714,531 25	11.75	8.25	.....
Second Avenue, Receiver.....	878,648 95	8.20	5.96	.....
Brooklyn & North River.....	186,556 60	4.51	13.95	.....
Third Avenue.....	4,065,483 95	7.83	6.82	.....
Dry Dock, E. B'way & B., Recr.....	494,083 38	10.16	8.74	.....
42d St., Manh. & St. N. Ave.....	1,965,443 80	6.92	5.91	.....
Belt Line.....	799,744 33	9.59	8.56	.....
Mid-Crosstown.....	73,295 80	29.57	8.06	.....
Total.....	\$22,177,788 06	10.32	7.76	.....
BRONX SURFACE				
N. Y. City Interborough.....	\$728,170 45	4.65	7.12	.....
Pelham Park & City Island.....	22,793 00	10.35	7.77	.....
Southern Boulevard.....	231,183 93	6.35	5.07	.....
Union.....	2,909,047 69	10.30	7.24	.....
Westchester Electric.....	580,230 54	15.27	6.12	.....
Total.....	\$4,471,425 61	9.82	6.96	.....
QUEENS SURFACE (EXCL. B. R. T.)				
New York & Queens County.....	\$1,435,764 59	25.69	12.84	0.03
Long Island Electric.....	249,114 79	17.07	17.06	.....
New York & Long Island.....	421,860 83	11.90	13.88	0.01
Ocean Electric.....	151,904 55	12.14	10.23	.....
New York & North Shore.....	166,347 10	6.20	8.38	0.00
Manhattan & Queens.....	291,815 43	3.21	7.82	0.18
Total.....	\$2,716,807 29	18.39	12.38	0.03
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.....	\$407,550 38	6.44	8.92	0.10
Staten Island Midland.....	343,069 89	8.75	10.93	0.26
Southfield Beach.....	10,777 34	12.26	.67	.....
Total — Richmond.....	761,397 11	7.57	9.71	0.17
Manhattan Bridge 3-Cent Line.....	128,669 87	2.01	3.59	0.28
Bush Terminal.....	39,749 20	12.91	23.24	.....
Van Brunt St. & Erie Basin.....	59,044 94	1.42	3.35	.....
Marine.....	6,523 45	.....	4.91	.....
Total - Misc. Brooklyn.....	232,987 46	3.67	6.92	0.15
Total.....	\$994,384 57	6.65	9.05	0.17
Grand total.....	\$98,628,185 20	8.13	7.80	0.01

TABULATIONS FROM RETURNS OF STREET RAILWAYS 409

(F) Proportionate disposition of revenues

CENT OF TOTAL OPERATING REVENUES DEVOTED TO —

EXPENSES					Taxes	In- terest deduc- tions	Rent deduc- tions	Other deduc- tions	Surplus for the year	Ratio (per cent) of other income to op- erating rev- enue
OPERATION OF —		In- juries and dam- ages	General and miscel- laneous expenses	Total						
Power plant	Cars									
6.49	16.72	1.92	1.95	39.03	6.52	8.59	23.20	.....	24.28	1.62
7.00	12.87	2.21	1.85	35.58	—	—	—	—	—	—
5.20	21.22	1.57	2.08	43.14	—	—	—	—	—	—
4.38	16.08	0.48	3.50	38.74	7.23	75.89	2.09	1.26	.....	25.01
6.29	16.65	1.77	2.10	39.00	6.59	15.18	21.13	0.13	21.89	3.92
15.70	19.68	1.93	3.11	55.42	5.51	20.21	7.55	0.04	15.30	4.03
6.01	27.58	3.39	2.49	58.99	5.86	7.49	21.96	0.00	8.51	2.61
19.23	30.79	1.56	2.42	57.28	5.20	.....	5.42	.....	32.00	.....
7.71	28.62	4.32	2.96	65.95	5.77	27.20	5.70	0.00	2.89	7.51
8.10	26.91	4.05	3.42	62.14	5.57	15.61	0.62	0.17	17.29	1.40
9.04	28.89	4.71	5.21	70.05	8.54	225.80	7.37	.....	54.91	266.67
11.16	29.56	3.89	2.75	67.82	4.21	17.90	6.20	0.06	8.31	4.50
6.82	31.28	2.67	2.67	58.12	6.24	16.98	25.57	.....	D 4.64	2.27
10.70	25.37	3.03	2.85	59.93	5.87	16.23	11.73	0.04	10.96	4.26
8.09	25.22	5.90	3.85	61.06	7.57	21.11	13.12	0.13	D 1.06	1.93
10.89	24.57	5.63	4.32	69.57	6.89	22.92	0.25	.....	1.08	0.21
18.46	49.61	8.00	2.05	96.58	4.59	2.15	24.85	1.12	D 28.31	0.98
15.42	14.83	4.05	4.41	53.36	7.50	55.08	0.10	5.00	5.83	26.37
13.96	30.66	9.66	5.41	78.59	7.49	14.92	10.34	.....	D 10.99	0.36
8.94	20.34	4.27	2.92	49.30	7.04	20.64	7.98	0.00	15.25	0.21
11.56	27.91	5.51	3.57	66.70	6.00	11.27	4.69	0.36	11.13	0.15
24.24	54.82	16.22	2.82	126.83	6.61	.....	18.05	.....	D 50.95	0.54
8.78	23.77	5.53	3.89	60.05	7.88	26.64	9.52	1.02	1.47	6.08
12.20	26.87	4.84	2.33	58.11	6.97	11.95	6.33	5.42	12.04	0.82
25.19	59.64	3.01	4.01	119.97	8.06	7.78	24.03	.....	D 59.58	0.26
12.95	26.11	9.06	3.41	62.95	6.40	8.51	6.31	0.09	18.08	0.34
10.52	27.38	7.20	3.96	66.60	5.99	10.08	6.91	0.12	11.33	1.03
14.67	32.49	2.76	4.83	76.94	5.76	17.55	12.63	.....	D 11.92	0.16
11.59	28.06	6.81	3.78	66.52	6.16	11.27	7.62	0.96	8.31	0.84
14.18	29.47	9.46	4.37	96.04	8.75	18.89	1.98	0.01	D 20.52	0.15
17.66	25.98	7.85	3.71	89.33	4.24	15.10	4.17	.....	D 12.76	0.06
20.97	22.55	8.05	3.47	79.93	4.80	10.66	5.95	.....	D 0.71	0.63
12.79	22.27	2.63	1.64	61.75	3.25	5.85	19.19	.....	10.16	0.20
14.99	19.63	3.98	3.94	62.12	8.65	24.05	0.18	2.70	3.10	0.80
22.04	23.82	4.29	6.90	67.76	8.97	.....	6.67	.....	22.61	1.01
13.28	26.46	7.83	4.57	85.89	4.25	14.82	4.15	0.17	D 8.93	0.35
16.29	26.62	4.39	8.38	71.14	4.05	23.70	4.27	0.13	38.01	51.30
21.95	30.70	6.34	7.81	86.74	3.50	16.76	1.88	.....	D 7.71	1.17
6.76	14.28	.....	6.77	40.74	15.25	.....	4.88	.....	39.24	0.11
18.71	28.28	5.20	3.10	77.74	3.96	25.69	3.20	0.07	17.43	27.99
14.40	31.43	3.97	10.79	66.52	12.48	2.28	.....	.....	19.32	0.69
15.75	135.83	.....	74.48	262.21	26.81	51.63	26.66	0.62	D 266.61	0.72
12.19	32.58	0.80	13.80	64.14	2.33	2.67	0.69	.....	31.18	1.01
68.37	65.07	.....	15.09	153.44	0.51	.....	18.40	.....	D 72.35	.....
15.59	50.50	2.39	22.33	101.75	12.06	10.73	5.13	0.11	D 29.07	0.71
17.97	38.49	4.55	11.48	83.36	5.86	22.11	3.65	0.08	6.53	21.59
8.75	21.73	3.38	2.96	52.76	6.33	17.94	14.55	0.34	12.52	4.44

TABLE XVI. CONDENSED INCOME (AND SURPLUS) STATEMENTS

OPERATING STREET RAILWAYS	Revenue from street-railway operations (Table XIII)	Street-railway operating expenses (Table XIV)	Street-railway taxes	Street-railway operating income
Interborough Rapid Transit.....	\$35,891,528 29	\$14,008,165 97	\$2,341,606 64	\$19,541,755 68
Hudson & Manhattan.....	3,910,507 07	1,514,986 95	282,925 39	2,112,594 73
Total.....	\$39,802,935 36	\$15,523,152 93	\$2,624,532 03	\$21,654,350 40
BROOKLYN RAPID TRANSIT				
New York Consolidated.....	\$9,890,499 54	\$5,481,643 97	\$545,403 98	\$3,863,431 59
Brooklyn Heights.....	8,643,997 26	5,098,683 53	^a 480,439 38	3,055,874 35
Bridge Operating ⁷	265,866 71	^b 152,567 03	13,817 42	99,482 26
Brooklyn, Queens Co. & Sub.....	1,625,204 22	1,071,900 14	98,711 23	459,592 85
Coney Island & Brooklyn.....	1,839,199 94	1,142,884 48	102,390 57	593,924 89
Coney Island & Gravesend.....	70,162 35	49,146 68	5,991 66	15,024 01
Nassau Electric.....	5,150,997 14	3,493,319 81	216,916 23	1,440,761 10
South Brooklyn.....	979,817 15	560,448 03	61,189 03	349,189 09
Total.....	\$28,465,744 31	\$17,059,613 67	\$1,528,859 50	\$9,877,271 14
MANHATTAN SURFACE				
New York Railways.....	\$13,714,531 25	\$8,374,078 67	\$1,038,123 31	\$4,332,330 27
Second Avenue, Receiver.....	878,648 95	^c 611,255 43	56,132 19	211,261 33
Brooklyn & North River.....	186,556 00	^d 180,179 50	8,563 73	D 2,186 68
Third Avenue.....	4,065,483 95	^e 2,169,337 58	305,111 08	1,591,035 29
Dry Dock, E. B'way & B., Recr.....	494,083 38	^f 388,319 33	37,003 36	68,761 69
42d St., Manh. & St. N. Ave.....	1,965,443 80	^g 968,901 93	138,308 32	858,233 55
Belt Line.....	799,744 33	^h 533,440 30	47,963 82	218,340 21
Mid-Crosstown.....	73,295 80	ⁱ 92,963 08	4,847 91	D 24,515 19
Total.....	\$22,177,788 06	\$13,318,475 82	\$1,636,061 72	\$7,223,260 52
BRONX SURFACE				
N. Y. City Interborough.....	\$728,170 45	^j \$423,144 76	\$50,797 17	\$254,228 52
Pelham Park & City Island.....	22,793 00	^k 27,344 58	1,835 56	D 6,387 14
Southern Boulevard.....	231,183 93	^l 145,530 26	14,801 55	70,852 12
Union.....	2,909,047 69	^m 1,937,300 49	174,434 41	797,312 79
Westchester Electric.....	580,230 54	ⁿ 441,233 03	33,420 24	135,577 27
Total.....	\$4,471,425 61	\$2,974,553 12	\$275,288 93	\$1,221,583 56
QUEENS SURFACE (EXCL. B. R. T.)				
New York & Queens County.....	\$1,435,764 59	\$1,378,958 57	\$53,780 75	\$3,025 27
Long Island Electric.....	249,114 79	222,538 52	10,561 20	16,015 07
New York & Long Island.....	421,860 83	337,185 21	20,233 81	64,441 81
Ocean Electric.....	151,904 55	^o 93,795 57	4,943 10	53,165 88
New York & North Shore.....	166,347 10	103,337 42	14,385 66	48,624 02
Manhattan & Queens.....	291,815 43	^p 197,748 40	11,579 23	82,487 80
Total.....	\$2,716,807 29	\$2,333,563 69	\$115,483 75	\$267,759 85
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.....	\$407,550 38	\$289,925 97	\$16,500 00	\$101,124 41
Staten Island Midland.....	343,069 39	297,571 35	12,000 00	33,498 04
Southfield Beach.....	10,777 34	^q 4,390 70	1,643 73	4,742 92
Total — Richmond.....	761,397 11	591,888 02	30,143 73	139,365 37
Manhattan Bridge 3-Cent Line.....	128,669 87	^r 85,593 83	16,062 36	27,013 68
Bush Terminal.....	39,749 20	104,228 89	10,655 05	D 75,134 74
Van Brunt St. & Erie Basin.....	58,044 94	37,232 61	1,350 31	19,462 02
Marine.....	6,523 45	10,009 57	33 27	D 3,519 39
Total — Misc. Bklyn.....	\$32,987 46	\$37,064 90	\$3,100 99	D 32,178 43
Total.....	\$994,384 57	\$828,952 92	\$58,244 71	\$107,196 94
Grand total.....	\$98,628,185 20	\$52,038,312 15	\$6,238,460 64	\$40,351,412 41

NOTE.— Detailed income statements with explanations are given in the abstracts of company returns constituting Part III of this volume. Certain duplications in the totals result from inter-company transactions, affecting chiefly rents, sales of power, interest and dividends.

^a Interest amounting to \$31,321.80 on investment of depreciation reserve was omitted from the income account.

^b Includes income from outside operations as follows: Hudson Terminal buildings, \$902,443.33; other stores and dwellings, \$27,069.39.

^c Includes \$480,000 estimated interest on construction by the New York Municipal Railway, which construction is in operation under contract No. 4. The actual amount spent on construction has not yet been subjected to the determination of the Commission's chief engineer.

^d Current tax charges are understated through adjustment to offset excessive accruals in previous years.

^e Brooklyn Heights is operating agent. After the deduction of \$6,000 rent payable to the Bridge Operating Company, lessor, shown in Table XVI, B, as non-operating income, the net profits are apportioned between the Coney Island & Brooklyn, the Brooklyn Heights and the New York Railways according to the terms of agreements between these companies.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 411

YEAR ENDED JUNE 30, 1916: (A) Operating companies

Other income	GROSS INCOME APPLICABLE TO CORPORATE AND LEASED PROPERTIES		DEDUCTIONS FROM GROSS INCOME		
	Total for the year	Year's increase or (D) decrease	Interest on funded debt	Other interest	Rent for lease of other road and equipment
¹ \$590,830 88	\$20,122,586 56	\$1,140,506 81	\$3,043,630 26	\$37,500 00	\$8,320,752 83
⁴ 977,980 07	3,090,574 79	51,771 66	2,925,180 20	34,722 69	8,438 73
\$1,558,810 95	\$23,213,161 35	\$1,192,278 47	\$5,968,810 46	\$72,222 69	\$8,324,191 55
\$398,702 96	\$4,262,134 57	\$537,184 12	\$1,106,000 00	⁵ \$892,290 62	\$703,179 45
225,416 98	3,281,291 33	86,940 77	12,500 00	634,790 69	1,884,471 76
	99,482 26	D 3,405 46			6,000 00
122,031 16	581,624 01	D 29,327 22	330,800 00	111,273 59	84,599 64
25,659 99	619,584 88	40,752 08	269,145 00	17,876 02	2,048 16
187,101 88	202,125 89	D 35,608 45		158,439 61	2,665 00
231,525 65	1,672,296 75	2,905 19	634,870 00	287,019 84	282,631 54
22,197 46	371,377 55	D 82,508 09	6,750 00	159,592 96	121,156 10
\$1,212,646 10	\$11,089,917 24	\$516,932 89	\$2,360,065 00	\$2,261,263 33	\$3,086,741 65
¹⁰ \$264,857 44	\$4,567,187 71	\$497,530 22	¹¹ \$2,800,055 54	\$94,971 07	¹² \$1,633,980 29
1,824 12	213,085 45	D 2,073 94	(¹²)	201,360 77	
¹³ 1,833 74	D 352 89	14,240 35		4,015 08	
¹⁴ 1,072,017 29	2,663,052 58	370,493 84	¹⁵ 2,233,072 00	5,990 03	
1,719 88	70,481 57	9,929 53	47,500 00	26,200 00	
4,127 04	862,353 59	44,658 77	60,000 00	345,723 12	
1,237 92	219,578 13	68,831 35	87,500 00	2,599 80	
394 27	D 24,120 92	D 10,065 30			
\$1,348,004 70	\$8,571,265 22	\$993,544 82	\$5,228,127 54	\$680,858 87	\$1,633,980 29
\$6,003 60	\$260,232 12	\$46,532 48	\$86,560 00	\$467 50	
57 61	D 6,329 53	1,661 95		1,772 64	
782 12	71,634 24	1,587 36	12,500 00	7,174 04	
29,906 67	827,219 46	128,262 18	100,000 00	198,244 50	
958 32	106,535 59	D 21,978 08	25,000 00	77,403 88	
\$37,708 32	\$1,259,291 88	\$156,065 89	\$224,060 00	\$280,062 56	
\$2,156 46	\$5,181 73	\$31,225 83	\$152,000 00	\$119,165 34	
212 50	16,227 57	D 2,235 90	30,000 00	7,608 32	
2,652 79	67,094 60	D 36,058 37	45,000 00		
302 50	¹⁶ 53,468 28	D 9,056 59	1,000 00	7,879 64	\$500 00
1,325 14	49,949 16	273 87	40,000 00		
2,959 97	85,447 77	4,541 56			
\$9,609 36	\$277,369 21	D \$21,309 60	\$268,000 00	\$134,653 30	\$500 00
¹⁷ \$209,064 59	\$310,189 00	¹⁸ \$96,329 69	\$88,000 00	\$49,332 95	
4,002 82	37,500 86	D 24,049 15	57,500 00		
11 62	4,754 54	2,566 65			
¹⁹ 113,079 08	352,444 40	74,847 19	145,500 00	49,332 96	
777 51	27,791 19	D 1,970 17		2,932 96	
286 47	D 74,848 27	D ¹⁹ 9,844 43		20,521 12	
587 15	20,049 17	12,016 75	1,550 00		
	D 3,519 39	D 1,030 06			
1,651 15	D 30,527 30	D 827 90	1,550 00	23,454 08	
\$214,730 16	\$321,917 10	\$74,019 29	\$147,050 00	\$72,787 03	
\$4,381,509 59	\$44,732,922 00	\$2,911,531 76	\$14,196,113 00	\$3,501,847 78	\$13,045,422 49

¹ Company makes no charge for depreciation. See note on depreciation, Table XIV, A.

¹⁰ Of the guaranteed dividends on stocks of associated companies paid by respondent as lessee, \$303,012, representing accruals on its own holdings of such stocks, is excluded from Non-operating income and also from Rent for lease of other road and equipment.

¹¹ Includes interest on securities reacquired for sinking fund and on securities held in account awaiting distribution.

¹² Interest defaulted on \$5,631,000 first consolidated mortgage bonds.

¹³ Interest, \$98.33, on securities in amortisation fund, not included.

¹⁴ Company made no charge for depreciation between Dec. 31, 1915, and June 30, 1916.

¹⁵ Interest on reacquired bonds, included contrary to accounting order.

¹⁶ \$6,607.85, covering fixed capital withdrawn, charged to operating expenses, should have been charged to accrued amortisation of capital and surplus.

¹⁷ Includes \$193,726.42 income from lighting department.

¹⁸ Comparison is made with 1915 figure as corrected by respondent.

¹⁹ Company made no charge for depreciation during fiscal year; in October, 1916, however, it put through a charge retroactive as to last three months of fiscal year, from April 1, 1916.

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TABLE XVI. Condensed income (and surplus) statements, year

OPERATING STREET RAILWAYS	DEDUCTIONS FROM GROSS INCOME — Concluded			
	Other rent	Other deductions ¹	Total deductions	Year's increase or (D) decrease
Interborough Rapid Transit.....	\$7,876 48	(²)	\$11,479,259 57	\$495,664 99
Hudson & Manhattan.....	78,055 06	\$49,178 12	3,090,574 79	51,771 06
Total.....	\$85,931 54	\$49,178 12	\$14,499,834 36	\$547,435 75
BROOKLYN RAPID TRANSIT				
New York Consolidated.....	\$43,483 09	\$4,094 01	\$2,749,037 77	\$583,734 27
Brooklyn Heights.....	13,634 59	74 75	2,545,471 79	34,843 37
Bridge Operating.....	8,409 14		14,409 14	D 991 79
Brooklyn, Queens Co. & Sub.....	7,980 44	18 50	534,672 17	7,458 08
Coney Island & Brooklyn.....	9,898 07	3,125 00	301,592 26	D 2,740 21
Coney Island & Gravesend.....	2,537 89		163,602 59	123 90
Massu Electric.....	36,808 09	2,834 10	1,244,153 67	344 23
South Brooklyn.....	199,359 09		416,858 15	D 87,267 29
Total.....	\$251,581 09	\$10,146 36	\$7,969,797 34	\$535,504 06
MANHATTAN SURFACE				
New York Railways.....	\$164,948 56	\$18,462 72	\$4,712,427 18	\$610,599 07
Second Avenue, Receiver.....	2,216 98		203,577 75	12,603 06
Brooklyn & North River.....	46,363 46	2,094 18	52,472 72	8,328 31
Third Avenue.....	4,013 44	203,344 74	2,446,421 21	94,684 65
Dry Dock, E. B'way & B., Recr.....	51,064 22		124,764 22	D 4,638 76
42d St., Manh. & St. N. Ave.....	155,916 11	27 50	562,666 73	63,551 10
Belt Line.....	37,518 00	2,916 60	180,533 49	5,560 80
Mid-Crotona.....	18,227 33		13,227 33	43 33
Total.....	\$476,268 10	\$226,845 74	\$8,246,069 54	\$790,737 56
BRONX SURFACE				
N. Y. City Interborough.....	\$46,080 00	\$39,480 00	\$172,587 50	\$45,827 50
Pelham Park & City Island.....	5,478 00		7,250 64	320 00
Southern Boulevard.....	14,583 00	214 50	34,468 54	17,018 00
Union.....	201,041 11	3,377 75	497,663 36	66,836 45
Westchester Electric.....	78,291 22		175,095 10	28,835 87
Total.....	\$340,470 33	\$43,072 25	\$887,665 14	\$168,837 82
QUEENS SURFACE (EXCL. B. R. T.)				
New York & Queens County.....	\$28,408 23	\$178 20	\$299,751 77	\$3,443 62
Long Island Electric.....	10,394 76		48,003 08	1,302 51
New York & Long Island.....	25,109 12		70,100 12	D 428 54
Ocean Electric.....	28,653 57		38,033 21	3,006 63
New York & North Shore.....	300 00	4,498 74	44,796 74	253 04
Manhattan & Queens.....	19,473 63		19,473 63	333 26
Total.....	\$112,330 31	\$4,674 94	\$520,158 55	\$7,910 52
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.....	\$17,410 95	\$520 00	\$155,263 99	\$90,663 28
Staten Island Midland.....	6,440 14		63,940 14	2,485 62
Southfield Beach.....	526 12		526 12	55 90
Total — Richmond.....	\$4,577 21	\$520 00	\$19,730 16	\$2,904 80
Manhattan Bridge 3-Cent Line.....			2,932 96	787 65
Bush Terminal.....	10,858 13	246 54	31,125 79	6,335 98
Van Brunt St. & Eric Basin.....	400 00		1,950 00	
Marine.....	1,290 00		1,290 00	
Total — Misc. Bklyn.....	11,968 13	\$46 54	\$7,298 75	7,123 63
Total.....	\$36,335 34	\$766 54	\$256,968 91	\$19,828 43
Grand total.....	\$1,302,416 62	\$324,883 95	\$32,380,483 84	\$2,659,744 73

¹ Includes charges on account of amortization of debt discount, income tax on bond interest: assumed, expenses in connection with paying coupons, sinking fund accruals, loss on operations of others, etc.

² For details, see abstracts of company returns in the latter part of this volume.

³ Certain companies, including all those of the Third Avenue system (but see note 14 to preceding double-page of this table), have not made charges to the account Accrued amortization of capital in accordance with the accounting order, and this affects the significance of the surplus returned by each. See also note 8 to preceding double-page.

⁴ Interest amounting to \$31,221.80 on investment of depreciation reserve was omitted from the income account.

⁵ The company reports no surplus or deficit. Under the readjustment plan, all corporate income over and above fixed charges is devoted to payment of interest on adjustment income bonds up to 5 per cent. As the balance available for this interest in the fiscal year did not exceed 5 per cent, the company has of necessity treated as income deductions items which otherwise would have been treated as debits or credits to Surplus.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 413

ended June 30, 1916: (A) Operating companies — Concluded

NET CORPORATE INCOME OR (D) DEFICIT		SURPLUS ACCOUNT			
Total for the year	Year's increase or (D) decrease	Accumulated balance, June 30, 1915	Dividends	Net adjustments ²	Accumulated balance, June 30, 1916 ³
\$8,713,326 99 (¹)	\$644,842 72 (¹)	\$15,509,108 58 (¹)	\$7,000,000 00	Cr \$308,542 32 (¹)	\$17,530,977 89 (¹)
\$8,713,326 99	\$644,842 72	\$15,509,108 58	\$7,000,000 00	Cr \$308,542 32	\$17,530,977 89
\$1,513,096 80	D \$46,850 15	\$3,366,075 34	\$1,890,000 00	Cr \$23,474 53	\$3,011,646 67
725,819 54	52,097 40	570,755 28	800,000 00	Dr 155,356 53	351,218 24
85,973 12	D 2,413 67		85,973 12		
46,951 84	D 36,785 30	384,019 26	100,000 00	Dr 16,781 00	314,227 10
317,992 63	43,492 24	373,043 88	179,924 00	Dr 13,636 34	498,966 17
38,523 39	D 35,732 35	85,469 21	17,500 00	Dr 3,271 03	103,221 57
428,143 18	2,580 96	318,323 85	260,000 00	Dr 21,729 35	464,737 68
D 45,480 00	4,759 11	D 422,220 99		Dr 14,844 10	D 482,545 69
\$3,120,119 90	D \$18,571 76	\$4,675,465 78	\$3,331,607 12	Dr \$202,513 82	\$4,261,464 74
D \$145,239 47	D \$113,069 85	864 16		Cr \$145,445 78	\$270 47
9,507 70	D 14,682 00	D 426,516 45		Dr 103,343 08	D 520,351 78
D 52,826 61	5,912 04	D 100,996 68		Dr 233 09	D 154,955 29
216,632 37	275,809 19	882,696 88	\$497,700 00	Cr 317,579 63	919,208 80
D 54,282 66	14,568 29	D 119,024 02		Dr 1,928 89	D 175,235 56
299,688 86	D 18,892 33	462,963 93		Dr 253,110 72	499,540 07
89,044 73	63,279 55	14,948 17	244,666 66	Cr 178,260 36	37,576 60
D 37,348 25	D 10,198 63	D 29,238 26			D 66,586 51
\$325,175 68	\$202,817 26	\$874,897 68	\$742,366 66	Cr \$282,600 19	\$540,366 80
387,644 62	\$704 98	D \$408,154 55		Dr \$75,635 94	D \$396,145 87
D 13,580 17	1,841 95	D 86,661 68		Cr 1,450 00	D 48,791 85
37,165 70	D 15,430 64	D 5,883 25		Dr 26,371 87	4,910 58
329,556 10	61,425 73	1,066,411 76		Dr 198,198 21	1,202,769 65
D 69,159 51	D 50,813 95	D 883,220 37		Dr 61,717 77	D 1,014,997 65
\$371,626 74	D \$2,771 93	D \$367,508 09		Dr \$355,473 79	D \$251,355 14
D \$234,570 04	\$17,782 21	D \$1,603,077 16		Dr \$27,698 16	D \$1,925,345 26
D 31,775 51	D 3,538 41	30,564 36		Cr 17 70	D 1,193 45
D 3,905 52	D 35,629 83	156,178 84		Dr 388 42	152,784 90
15,436 17	D 12,063 22	135,926 90		(²)	151,362 07
5,152 42	20 83	2,991 28		Dr 6,699 51	1,444 19
65,974 14	4,208 39	69,869 05		Dr 120,517 70	15,325 49
D \$242,789 34	D \$29,220 12	D \$1,207,546 73		Dr \$155,286 09	D \$1,605,622 16
\$154,925 10	\$36,665 41	D \$416,663 43		Dr \$51,773 47	D \$313,511 89
D 26,439 28	D 26,534 77	D 193,438 24		Dr 11,532 19	D 141,409 71
4,228 42	2,510 75	D 113,272 31		Cr 180 67	1,136 78
132,714 24	62,648 39	D 523,373 98		Dr 63,184 99	D 453,784 73
24,858 23	D 2,757 82	7,900 60	\$20,250 00	Dr 29,962 65	D 17,453 82
D 106,974 06	D 16,180 41	D 141,775 81		Cr 1,108 23	D 246,641 44
18,099 17	12,016 75	40,999 15	8,000 00	Dr 296 01	50,793 31
D 4,719 39	D 1,030 05	D 84,279 31		Cr 5,219 39	D 83,779 36
D 67,758 05	D 7,951 53	D 177,164 37	\$8,250 00	Dr \$3,931 04	D 297,081 48
\$64,978 19	\$54,690 86	D \$730,538 35	\$28,250 00	Dr \$87,056 03	D \$759,866 19
\$12,352,428 16	\$851,787 03	\$18,683,878 87	\$11,102,223 78	Dr \$209,127 31	\$19,724,265 94

See note 6 to preceding double-page.

¹ Payment to Brooklyn Rapid Transit "account surplus net profits."

² This amount is not strictly dividends, but so classed for tabulation. See note 7 to preceding double-page.

³ See note 16 to preceding double-page.

⁴ Comparison is made with 1915 figure as corrected by respondent.

⁵ This amount exceeds the deficit reported by the company by \$909.03, being the balance in the reserve, Accrued amortization of capital July 1, 1912, improperly transferred to Surplus.

⁶ Includes a credit for \$909.03 to make surplus conform with that reported by company, which improperly includes the balance in the reserve, Accrued amortization of capital July 1, 1912.

⁷ Certain corporations, which appear in the balance-sheet table in order to account for all street-railway fixed capital, show deficits not included here, namely, the Second Avenue and the Dry Dock, the income from whose property is reported by receivers, and the defunct South Shore, whose fixed capital has not yet been taken on the books of the successor corporation.

TABLE XVI. Condensed income (and surplus) statements,

LESSOR COMPANIES, WITH LESSEES INDICATED	NON-OPERATING REVENUES			Non-operating revenue deductions
	Rent of road and equipment	Interest ¹	Total	
Interborough Rapid Transit:				
Rapid Transit Railroad — City of N. Y. ²	\$2,380,619 84		\$2,380,619 84	
Manhattan Railway ⁴	5,939,820 32	\$3,920 25	5,943,740 57	\$13,282 39
Total.....	\$8,320,440 16	\$3,920 25	\$8,324,360 41	\$13,282 39
BROOKLYN RAPID TRANSIT				
New York Consolidated:				
New York Municipal.....	\$197,959 45		\$197,959 45	
South Brooklyn:				
Prospect Park & Coney Island.....	45,000 00	\$33,580 48	78,580 48	\$15,400 77
N. Y. & Coney Island.....	10,000 00	1,597 77	11,597 77	
Prospect Park & South Brooklyn.....	3,000 00	1,370 81	4,370 81	
Brooklyn Heights:				
Brooklyn City.....	1,546,243 24	4,149 70	1,550,392 94	13,359 89
Bridge Operating.....	6,000 00	301 86	6,301 86	
Coney Island & Brooklyn:				
DeKalb Ave. & North Beach.....		14 43	14 43	
Total.....	\$1,808,202 69	\$41,015 05	\$1,849,217 74	\$28,760 68
MANHATTAN SURFACE				
New York Railways:				
Bleecker Street & Fulton Ferry.....	\$42,100 00		\$42,100 00	\$474 02
Broadway & Seventh Avenue.....	617,598 63	\$98 68	617,697 31	228 18
Central Croastown.....	15,000 00		15,000 00	3,652 33
Christopher & Tenth Street.....	61,819 96		61,819 96	1,419 96
Eighth Avenue.....	215,000 00	\$4,313 50	219,313 50	7,185 71
Fort George & Eleventh Avenue.....				
42d Street & Grand Street Ferry.....	134,777 00	36 07	134,813 07	178 29
New York & Harlem (City line).....	\$42,500 00	\$13,896 60	416,396 60	6,859 55
Ninth Avenue.....	66,500 00	593 65	67,093 65	2,834 65
Sixth Avenue.....	145,000 00	1,621 17	146,621 17	5,677 00
34th Street Croastown.....	50,000 00		50,000 00	
23d Street Railway.....	186,705 70	1,455 47	188,161 17	261 20
Third Avenue:				
Kingsbridge.....				
42d St., Manh. & St. N. Ave.:				
Third Avenue Bridge.....	9,890 10	222 14	9,112 24	
Total.....	\$1,945,891 39	\$22,237 28	\$1,968,128 67	\$28,870 80
BRONX SURFACE				
Union:				
Bronx Traction.....	\$6,000 00		\$6,000 00	
Grand total.....	\$12,080,534 24	\$67,172 58	\$12,147,706 82	\$70,913 65

NOTE.— When the lessee pays the interest on the bonded debt of the lessor direct to the holders of the bonds, the amount of such accruals is entered in this table as a part of the rental and also as an income deduction, whether or not it appears on the books of the lessor. When the corporate expenses of the lessor company are paid wholly or in part by the lessee, in addition to a fixed rental, the amount of such expenses as reported by the lessee is entered in this table as part of the rent received and as a non-operating revenue deduction.

¹ Where entries in this column include other items than interest, details are given in footnotes.

² Contracts 1 and 2 only; figures reported by the Interborough. While the City of New York appears in Table XVII as having street-railway fixed capital under Contracts 3 and 4, no income is received from it yet, hence no entries appear in this table.

³ Sinking fund accruals.

⁴ Data in reference to rent of road and equipment and interest on funded debt are taken from report of Interborough Rapid Transit.

⁵ New York Consolidated reports, in addition to this, \$480,000, which represents interest and sinking fund allowances on the estimated additional cost of property of its lessor, the New York Municipal, placed in operation during 1916. This amount has not yet been determined by the chief engineer of the Public Service Commission, and the lessee company anticipates this determination.

⁶ Composed of 1 per cent of lessee's investment in property in operation.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 415

year ended June 30, 1916: (B) Lessor companies

Non-operating income	DEDUCTIONS FROM GROSS INCOME		Net corporate income	SURPLUS ACCOUNT		
	Interest on funded debt	Other deductions		Dividends	Net adjustment	Accumulated balance, June 30, 1916
\$2,380,619 84	\$1,866,719 84	\$513,900 00				
5,930,458 18	1,704,820 82		\$4,225,637 86	\$4,200,000 00		\$7,258,601 80
\$5,311,078 02	\$3,571,540 16	\$513,900 00	\$4,225,637 86	\$4,200,000 00		\$7,258,601 80
\$197,959 45	\$154,966 21		\$42,993 24		* Dr \$30,993 24	\$24,845 86
63,179 71	35,460 00	\$30,252 40	D 2,532 69		* Dr 3,000 00	D 526,109 74
11,597 77			11,597 77			49,128 17
4,370 81			4,370 81			16,101 73
1,537,033 05	338,000 00	7,201 50	1,191,831 55	960,000 00	* Dr 199,999 92	287,157 11
6,301 86			6,301 86	6,000 00		15,599 30
14 43			14 43			16 50
\$1,820,457 08	\$528,426 21	\$37,453 90	\$1,254,576 97	\$966,000 00	Dr \$233,993 16	D \$133,261 07
\$41,625 98	\$28,000 00		\$13,625 98	\$13,500 00	¹⁰ Cr \$549 33	\$169,908 89
617,469 13	407,500 00		209,969 13	210,000 00		D 77,390 67
11,347 67	152,180 53		D 140,832 86		¹¹ Dr 28,704 48	D 2,087,942 41
60,400 00	8,400 00		52,000 00	52,000 00		D 27,083 68
212,127 79	45,000 00		167,127 79	160,000 00		80,065 22
						D 49 20
134,634 87			134,634 87	134,640 00		274,791 02
409,437 05	(¹²)		409,437 05	400,000 00	¹³ Cr 600 00	1,149,312 95
64,259 00			64,259 00	64,000 00		D 414,339 53
140,944 17			140,944 17	140,000 00		359,266 51
50,900 00	50,000 00					
187,899 97	75,000 00	\$2,205 70	110,694 27	108,000 00		¹⁴ 85,797 73
						5,052 98
9,112 24		7,912 24	1,200 00			2,400 00
\$1,939,257 87	\$766,080 53	\$10,117 94	\$1,163,059 40	\$1,282,140 00	Dr \$27,555 15	D \$480,215 16
\$6,000 00		\$7,265 52	D \$1,265 52			D \$95,647 87
\$12,076,792 97	\$4,866,046 90	\$568,737 36	\$6,642,008 71	\$6,448,140 00	Dr \$261,548 31	\$6,549,477 70

⁷ Miscellaneous rent revenue.

⁸ Uncollectible rent revenues.

⁹ Composed of payment to Brooklyn Heights under agreement of Oct. 23, 1913, \$200,000, and dividend credit adjustment of eight cents.

¹⁰ Adjustment reported as a correction of the 1915 report, made too late for incorporation in last year's table.

¹¹ Represents the difference between the amount of claim allowed by the United States District Court against Metropolitan Street Railway and New York City Railway estates and cash received from New York Railways Co. in settlement thereof.

¹² Composed of \$4,149.50 interest revenue and \$164 dividend revenue.

¹³ Interest on funded debt, \$420,000, and dividends, \$1,000,000, covering rentals received from the New York Central for lease of steam road, are not included in this table.

¹⁴ Composed of \$1,700 miscellaneous rent revenue; \$10,196.60 interest revenue and \$2,000 dividend revenue.

¹⁵ City line portion of this road is expressly excluded from the mortgage covering the bonds.

¹⁶ Old tax item refunded.

¹⁷ Includes \$18,000 dividend accrual for May and June, 1916, not included in company's balance sheet as shown in Table XVI.

TABLE XVII. CONDENSED BALANCE-SHEET STATEMENTS AS OF

OPERATING AND LESSOR STREET RAILWAYS (LESSORS INDENTED)	FIXED CAPITAL		OTHER INVESTMENTS	
	Gross amount	Accrued amortization, Cr	Securities of and loans to associated companies ¹	Other ²
Interborough Rapid Transit.....	\$118,610,769 29	\$2,892,885 44	\$21,365,628 67	\$3,537,255 98
City of N. Y. (Contracts 1-2) ³	56,259,616 59			
City of N. Y. (Contracts 3, etc.) ¹⁰	369,885 10			
Manhattan Railway.....	113,295,238 52			50,000 00
Total — I. R. T. operation.....	288,535,509 50	2,892,885 44	21,365,628 67	3,537,255 98
Hudson & Manhattan.....	120,621,506 76	1,108,139 35	547,800 00	11,500 00
Total.....	\$409,157,016 26	\$4,001,024 79	\$21,913,428 67	\$3,598,755 98
BROOKLYN RAPID TRANSIT				
New York Consolidated.....	\$57,665,584 31	\$610,086 65	\$554,892 54	\$178,618 59
City of New York (Contract 4) ¹¹	33,849,878 20			
New York Municipal.....	40,834,575 29			1,095,100 28
Brooklyn Heights.....	10,214,322 83	928,270 55	69,189 32	235,877 83
Bridge Operating.....	103,734 55			
Brooklyn City.....	19,813,000 00			36,500 00
Brooklyn, Queens Co. & Sub.....	10,566,313 08	177,464 87		36,053 84
Coney Island & Brooklyn.....	9,624,760 23	(¹²)	55,123 98	12,487 52
De Kalb Ave. & North Beach.....	30,114 93			
Coney Island & Gravesend.....	235,580 59	16,742 64	2,637,128 42	10,157 10
Nassau Electric.....	33,611,531 59	369,474 55	1,802,338 96	124,048 38
South Brooklyn.....	2,879,955 84	79,084 52	152,093 58	60,328 70
Prospect Park & Coney Island.....	1,069,895 86			
Prospect Park & So. Brooklyn.....	32,389 73			
New York & Coney Island.....	100,019 02			
Total.....	\$220,648,646 05	\$2,181,123 78	\$5,270,766 75	\$1,699,186 39
MANHATTAN SURFACE				
New York Railways.....	\$76,745,818 99	\$2,988,074 42	\$1,498,912 68	\$83,586 75
Bleecker St. & Fulton Ferry.....	1,769,233 58			
Broadway & Seventh Avenue.....	14,895,518 33			
Central Crostown.....	2,659,820 09			
Christopher & 10th Streets.....	766,211 32			66,700 00
Eighth Avenue.....	1,661,439 37			98,861 52
Fort George & Eleventh Ave.....	3,001,563 05			
42d Street & Grand St. Ferry.....	2,581,326 39			
New York & Harlem (City line).....	4,975,389 80		184,238 14	17,831,749 92
Ninth Avenue.....	351,361 00			9,150 00
Sixth Avenue.....	2,303,822 74			
34th Street Crostown.....	3,080,808 80			
23d Street.....	2,526,064 67		8,838 19	
Total — N. Y. Rys. operation.....	117,518,578 13	\$2,988,074 42	1,691,989 91	18,090,060 80

NOTE.— Detailed information concerning the above figures, as well as the contingent assets, will be found in the latter part of this volume in the abstracts of the returns of the various companies.

¹ Distinction between pledged and free investments is shown in abstracts.

² Does not include special deposits, sinking funds uninvested, or bond construction funds, all of which are included under Other floating capital.

³ Includes bills, accounts, interest and dividends receivable from associated companies where the items have been definitely reported in the company returns to this Commission.

⁴ Consists of: Contracts 1 and 2, \$37,102,856.77 and Contract 3 and certificates, \$58,462,154.65. Cost of leases, \$21,179,980.76; contractor's expense account, \$1,302,817.11; operating real estate not included in subway equipment, \$520,665.09; office furniture and fixtures, \$42,294.91. In a statement of capital invested, Contracts 1 and 2, filed with the Comptroller of the City of New York as of June 30, 1914, the company reported \$11,189,636.72 as excess cost of Brooklyn extension, which amount is included in cost of leases. For further details of these items, see addendum to the abstract of the company's returns.

⁵ Includes \$1,045,361, cost of company's own first and refunding mortgage bonds reacquired, par value, \$1,074,000.

⁷ The balance sheet, as reported, "exclusive specific reference to the advances made from the General cash fund to Manhattan third tracking cash and Manhattan power plant cash, aggregating, on June 30, 1916, \$4,625,000 and \$150,000, respectively."

⁸ Includes: \$36,412,590.39, Subway contribution cash; \$5,544,495.24, Elevated extension cash; \$11,246.73, Manhattan power-house cash; \$10,637.60, Manhattan third-tracking cash.

⁹ See Div. E of Table XIX.

¹⁰ See note 15, Div. B of Table XVIII; also XIX, E.

¹¹ Includes Interborough Rapid Transit lease account, \$377,322.73.

¹² Includes fixed capital in other departments, principally Hudson Terminal buildings.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 417

JUNE 30, 1916, FOR OPERATING AND LESSOR COMPANIES: (A) Assets side

FLOATING CAPITAL *			MISCELLANEOUS TEMPORARY DEBITS		Total assets and debit balances
Cash †	Materials and supplies	Other	Advances to associated companies ‡	Other	
\$1,407,223 47	\$3,444,155 30	\$51,803,827 23	\$3,455,306 73	\$11,263,861 40	\$212,183,212 03
13,534 32					56,273,151 11
25 05					369,910 75
90,301 42		22,075 20		11,002,675 35	114,470,291 88
\$,810,006 08	\$,444,155 30	\$1,916,803 03	\$,455,306 73	15,871,537 75	323,290,508 17
803,643 57	363,026 08	473,223 51	40,593 27	3,804,473 08	126,006,535 77
\$4,509,737 08	\$3,796,180 98	\$52,330,106 13	\$3,496,900 00	\$16,136,010 33	\$208,903,201 94
2990,633 70		\$222,508 54	\$3,372,089 30	\$129,679 17	59 50
65,009 49					37 09
87,008 84		\$19,332,084 22		806,865 56	38 29
410,633 26	\$12,550 79	112,325 27	2,654,908 67	123,339 05	71 57
13,089 08		2,323 24			65 97
52,577 13		699,404 96		500 03	51 72
23,687 81		103,780 14	708,405 87	10,715 20	95 57
82,478 67	95 43	200,124 25	189,739 25	164,790 26	98 59
516 50					31 43
1,000 21		145 06	237,239 54	801 59	52 97
46,261 23		252,567 59	967,747 57	57,930 00	50 67
51,329 43		86,841 39	11,218 06	12,406 26	68 22
4,409 34		1,750 00		22,238 33	94 03
8,267 00		625 00	25,000 00		56,101 73
22,519 28			20,589 87		149,128 17
\$1,340,440 30	\$12,640 23	\$21,657,125 08	\$3,657,993 55	\$1,440,263 55	\$238,454,916 21
\$1,752,508 80	\$789,115 25	\$1,854,347 29		\$9,535,969 61	\$30,062,184 95
675 31					1,709,906 99
4,643 33		797 45			14,900,858 11
74,894 12		8,723 53			2,742,227 73
					832,911 32
74,325 36	14,255 15				1,648,881 40
					3,001,563 05
1,230 47					2,583,146 86
\$1,606 26	56,006 26	16,962 59			23,156,541 99
21,006 95	3,643 53				385,660 47
54,810 77		36,250 00			2,394,383 51
					3,080,808 20
2,000 55		40,625 47			3,578,484 86
\$,078,972 58	\$63,610 28	1,787,096 23		\$,535,969 61	148,358,501 96

* Includes \$683,500 par value of the company's bonds reacquired at 80 for Property amortization and Debt-discount amortization funds.

† See note 16, Div B of Table XVIII; also Table XIX, E.

‡ Includes proceeds from sale of bonds, \$19,858,179.42.

§ The company's charges to the reserve have exceeded the amounts provided by their rule for depreciation. The resultant debit balance is included in Other miscellaneous temporary debits.

|| Includes cost of property, etc., acquired under terms of reorganization plan and agreement of sale of the Metropolitan Street Railway, \$74,447,853.99, less \$97,125.45 subsequently sold. These amounts have not been distributed among the accounts affected. The former amount, in addition to fixed capital, includes miscellaneous investments, for details of which see abstract of company's returns.

¶ Reported as contingent account and not deducted by the company from Fixed capital. For further details, see abstract of company's return.

||| Includes \$10,083.49, cost of the company's own reacquired bonds and scrip, par value, \$13,387.00, and \$4,512.08, representing book value of securities of miscellaneous associated companies.

|||| Includes \$7,707.25, cash deposited by prior interests to pay interest and rentals uncalled for, accrued and payable prior to January 1, 1912.

||||| Includes items reported under Accounts awaiting distribution, \$9,329,704.02 (which includes securities of respondent and other companies) and a credit suspense on account of construction in process, \$268,823.55. For further details, see abstract of company's return.

||||| Fixed capital applicable to the steam line, \$17,640,018.40 (estimate based on the proportion of rent receivable for steam road, that is: 78 per cent of total), is treated as an investment and the remainder is assigned to the street-railway line and separately shown in the Fixed-capital column.

||||| Cost of \$9,000 par value of Improvement and refunding mortgage bonds.

TABLE XVII. Condensed balance-sheet statements as of June 30, 1916,

OPERATING AND LESSOR STREET RAILWAYS (LESSORS INDENTED)	FIXED CAPITAL		OTHER INVESTMENTS	
	Gross amount	Accrued amortization, Cr	Securities of and loans to associated companies ¹	Other ¹
MANHATTAN SURFACE — Concluded				
Second Avenue.....	\$8,892,236 38			
Second Avenue, Receiver.....	1,259,526 83			
Brooklyn & North River.....	91,938 41	\$5,100 18	\$3,985 00	\$15,423 75
Third Avenue.....	84,147,854 14	711,069 80	\$37,452,423 53	20,000 00
Kingsbridge Railway.....	2,262,445 68			
Dry Dock, E. B'way & B.....	5,032,977 40			
Dry Dock, E. B'way & B., Recr.....	428,119 37	108,000 00		6,000 00
42d St., Manh. & St. N. Ave.....	12,614,575 42	267,840 00		6,000 00
Third Avenue Bridge.....	113,108 64	12,163 15		
Belt Line.....	2,526,280 14	166,500 00		5,000 00
Mid-Crosstown.....	158,282 63	10,250 00		5,000 00
Total.....	\$184,755,723 17	\$4,268,997 55	\$39,148,397 54	\$18,147,473 95
BRONX SURFACE				
N. Y. City Interborough.....	\$7,013,895 19	\$95,644 58	\$60,000 00	\$55,000 00
Pelham Park & City Island.....	81,816 08			
Southern Boulevard.....	706,225 79	20,160 00		8,000 00
Union.....	9,641,443 02	416,160 00	1,267,560 62	49,000 00
Bronx Traction.....	679,930 66			
Westchester Electric.....	2,778,082 56	105,000 00		5,500 00
Total.....	\$20,900,393 30	\$636,964 58	\$1,327,560 62	\$117,500 00
QUEENS SURFACE (EXCL. B. R. T.)				
New York & Queens County.....	\$8,690,885 59	\$263,769 77		\$30,675 00
Long Island Electric.....	1,579,324 34	49,930 04		5,112 50
New York & Long Island.....	2,415,154 30	199,095 30		8,247 50
Ocean Electric.....	444,861 98	27,661 91		7,000 00
New York & North Shore.....	1,612,767 21	3,752 66		13,791 74
South Shore, Recrs ²	778,522 63	8,871 32		
Manhattan & Queens.....	78,643 45			35,000 00
Total.....	\$15,609,159 50	\$553,081 00		\$99,826 74
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.....	\$2,633,826 34	\$28,276 43	\$302,500 00	\$2,165,287 51
Staten Island Midland.....	2,206,514 91	45,686 67		
Southfield Beach.....	301,930 68			
Total — Richmond.....	5,142,271 93	73,963 10	302,500 00	2,165,287 51
Manhattan Bridge 3-Cent Line.....	423,654 49			10,118 75
Bush Terminal.....	312,932 45	26,640 97		7,530 50
Van Brunt St. & Erie Basin.....	269,068 16	(11)		
Marine.....			5,483 50	
Total — Misc. Bklyn.....	1,005,655 10	26,640 97	5,483 50	17,649 25
Total.....	\$6,147,927 03	\$100,604 07	\$307,983 50	\$2,182,936 76
Grand total.....	\$857,209,865 31	\$11,741,796 77	\$67,968,137 08	\$25,845,679 82

For footnotes 1, 2 and 3, see page 416.

¹ Includes Second Avenue Railroad estate account, \$1,446,247.90.² Amortization of capital expenditures during life of franchise transferred from liabilities side of balance sheet.³ Includes \$2,022,498.11, cost of \$2,520,500 par value of first refunding mortgage bonds reacquired for the company's depreciation fund, and \$198,399.54, cost of \$248,000 adjustment mortgage bonds reacquired for "investment fund — securities," both reported by company under Other special deposits.⁴ Represents book value of \$87,000 par value of respondent's bonds required for sinking fund, transferred from Floating capital, where it was shown by the company.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 419

For operating and lesser companies: (A) Assets side — Concluded

FLOATING CAPITAL			MISCELLANEOUS TEMPORARY DEBITS		Total assets and debit balances
Cash ¹	Materials and supplies	Other	Advances to associated companies ²	Other	
\$6,693 29		\$501,079 97			\$9,379,000 64
90,306 46	\$19,238 75	222,817 17		\$1,447,069 56	2,029,973 77
30,382 51		222 50			136,841 99
1,788,548 40	296,808 06	2,801,665 70	\$1,748,887 63	1,301,338 52	78,835,624 17
		350 00			2,262,445 68
7,054 93		25,669 63	22,426 43	119,069 81	5,033,327 40
77,692 65		64,344 45	12,388 08	38,891 24	800,340 17
		9,218 49	14,735 53		12,545,001 84
14,929 54		14,018 38	141,803 13	98,126 01	124,899 51
8,071 82		4,968 83		113 00	2,638,156 90
					161,206 28
\$4,067,642 52	\$1,168,850 09	\$5,473,071 06	\$1,939,640 79	\$12,535,687 75	\$262,987,389 31
\$13,967 51		\$35,995 04	\$51,239 86	\$73,771 70	\$7,218,314 72
2,098 04		92 07		14 00	84,030 12
4,106 96		12,234 34	63,709 36	1,259 72	774,376 16
86,608 02	\$110,319 34	353,450 64	283,986 42	20,035 69	11,407,243 65
			72,822 58		762,753 24
7,834 86	37,706 78	24,269 98	116,788 29	12,282 33	2,877,564 79
\$114,715 39	\$148,026 12	\$431,042 00	\$598,538 50	\$113,312 33	\$23,114,172 68
\$50,307 36	\$123,296 44	\$95,791 59	\$11,138 35	\$93,428 39	\$8,792,748 25
17,519 03	11,574 64	6,207 73	3,878 88	5,906 11	1,679,596 19
32,166 20	28,537 21	4,555 83	666 78	3,029 16	2,293,250 48
		1,902 89			426,102 96
1,897 47	10,778 06	49,115 42		131,784 68	1,622,081 91
11,773 03	3,995 07	8,443 93	70,870 00	399,756 50	1,264,489 84
7,690 67	11,392 27	29,825 94		6,374 55	168,926 88
\$121,054 06	\$195,573 68	\$166,843 13	\$86,538 01	\$630,281 39	\$16,347,196 51
\$371,148 84	\$109,637 67	\$215,749 44	\$43,224 29	\$374,009 78	\$6,187,107 44
108,160 17	346 50	10,335 94	27,500 00	140,484 93	2,447,655 78
333 79				11 50	302,275 97
479,648 80	109,824 17	296,085 38	70,784 89	514,508 81	8,357,039 19
17,264 91	9,600 67	3,851 13		32,706 52	497,196 47
1,906 21		43 30		166 66	295,940 18
10,764 99		660 19		3,786 32	284,379 68
297 48		2,445 69			8,226 67
30,235 59	9,600 67	7,000 31		36,659 80	1,085,648 55
\$509,878 39	\$119,584 84	\$233,085 89	\$70,734 29	\$551,165 71	\$10,022,682 14
\$10,586,468 59	\$4,440,964 88	\$80,351,373 08	\$13,852,272 24	\$31,406,602 56	\$1,079,919,557 79

¹ From the report of respondent for the period ended December 27, 1912, the date of the last balance sheet filed. The franchise rights in the City of New York were turned over to the successor corporation, Manhattan & Queens Traction Company, at midnight, December 27, 1912.

² Lighting department fixed capital, \$2,283,136.42, less accrued amortization thereon, \$129,448.91, is included in Other investments.

³ Unpaid interest coupons, \$112,500, assumed at the time sundry assets were taken over, are transferred from Fixed capital, where they are erroneously included by the company, to Miscellaneous temporary debits.

⁴ See note 16, on preceding double-page.

⁵ See notes 8 and 15, page 417, for details of uninvested construction funds obtained by issues of securities.

TABLE XVII. Condensed balance-sheet statements as of June 30, 1916.

OPERATING AND LESSOR STREET RAILWAYS (LESSORS INDENTED)	Capital stock	Funded debt*	Other permanent debts (and bills) owing associated companies†	Working advances from associated companies‡
Interborough Rapid Transit	\$35,000,000 00	\$148,658,000 00		
City of N. Y. (Contracts 1-2)...		\$ 54,236,225 00		
City of N. Y. (Contracts 3, etc.)		369,910 75		
Manhattan Railway	90,000,000 00	7 45,387,442 03		
Total — I. R. T. oper.	95,000,000 00	148,651,577 78		
Hudson & Manhattan	45,249,950 00	78,121,233 66		
Total.....	\$140,249,950 00	\$226,772,811 44		
LEASED				
at 4).....	\$15,000,000 00	\$23,850,000 00	\$14,669,138 59	\$265,164 52
.....	200,000 00	33,604,983 44		
.....	200,000 00	60,000,000 00	692,384 99	23,076 83
.....	100,000 00	250,000 00	9,953,206 80	633,506 28
.....	12,000,000 00	7,125,000 00		
.....	2,000,000 00	8,816,000 00	1,858,705 92	128,257 41
.....	2,983,900 00	6,133,500 00	118,298 48	68,302 06
.....	10,000 00		20,614 98	
.....	350,000 00		2,637,000 00	5,401 85
.....	15,000,000 00	14,099,927 50	4,536,864 81	394,479 36
.....	500,000 00	160,000 00	2,722,943 72	135,059 71
.....	250,000 00	950,000 00	430,500 00	
.....	50,000 00			
.....	100,000 00			
Total.....	\$52,643,900 00	\$153,470,410 94	\$37,559,668 23	\$3,253,149 48
MANHATTAN SURFACE				
New York Railways	\$17,495,000 00	\$58,549,174 97		\$31,665 71
Bleecker St. & Fulton Ferry	900,000 00	700,000 00		
Broadway & Seventh Avenue	2,100,000 00	3,150,000 00	\$4,725,123 78	
Central Cross-town	600,000 00	2,733,400 00	637,468 83	
Christopher & 10th Streets	550,000 00	210,000 00		
Elgin Avenue	1,000,000 00	780,000 00		
Fort George & Eleventh Avenue	3,000,000 00			1,612 26
42d Street & Grand Street Ferry	748,000 00		\$ 1,566,355 84	
New York & Harlem (City line)	10,000,000 00	12,000,000 00		
Ninth Avenue	900,000 00			
Sixth Avenue	2,000,000 00			
34th Street Cross-town	1,000,000 00	1,000,000 00	\$ 1,060,808 80	
23d Street	1,000,000 00	1,500,000 00	\$ 400,000 00	
Total — N. Y. Rys. opr.	40,893,080 00	88,584,574 97	8,408,897 94	\$3,278 00

NOTE.— Detailed information concerning the above figures, as well as the contingent liabilities, will be found in the latter part of this volume in the abstracts of the returns of the various companies.

* Comprises all debt which by the terms of its creation does not mature until more than one year after date of creation and which on June 30, 1916, had not matured.

† Includes matured debt and other debt, technically not funded but practically long-term, when owed to associated companies.

‡ Where the classification in the returns is not more definite, open accounts not drawing interest are entered in this column, and other obligations due associated companies in the preceding columns.

§ Also includes matured funded debt and receiver's certificates.

|| This column also includes suspense credit balances.

¶ Includes Manhattan Railway lease account, \$377,322.73.

‡ For particulars of bonds issued, premiums received and cash balances, see Financial Summary of the City's Department of Finance, as of June 30, 1916.

* Premiums on bonds issued for construction under Contract 1, \$1,924,709.26; Contract 2, \$54,990.06.

† Includes \$6,388.98 reacquired securities, the interest on which accrues to lessee and \$180,442.03 representing amounts due lessee company for betterments; and excludes \$2,000 matured funded debt transferred to Other bills payable and similar short-term obligations.

‡ Includes amount due the Interborough Rapid Transit for additions and betterments, disputed, \$12,263.70, and bills and accounts, \$632.09.

§ Includes \$683,500 bonds reacquired for Property-amortization and Debt-discount amortization funds.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 421

for operating and lesser companies: (B) Liabilities side

Other bills payable and similar short-term obligations ²	Other current and accrued liabilities	Reserves other than accrued amortization of capital ³	Total liabilities and credit balances	Surplus	Deficit
	* \$10,124,572 22	\$859,662 52	\$104,862,234 74	\$17,530,977 89	
	57,226 79	* 1,979,699 32	55,273,151 11		
\$2,000 00	* 12,845 79	1,809,382 06	269,910 75	7,258,001 80	
3,000 00	10,184,804 80	4,688,743 90	358,808,886 48	24,789,579 69	
	1,567,004 58	818,447 53	125,696,835 77	(¹⁰)	(¹⁰)
\$2,000 00	\$11,701,659 38	\$5,477,191 43	\$484,203,622 25	\$24,789,579 69	
	** \$1,235,161 45	\$172,848 56	\$59,411,312 22	\$3,011,646 67	
	1,818,230 75	310,504 25	23,915,487 69		
	1,106,220 14	297,720 11	62,783,792 43	24,845 86	
\$100,000 00	1,666 67		13,542,653 33	351,218 24	
259,562 16	231,894 61	858,000 00	101,666 67	15,899 30	
	216,187 80	133,124 33	20,314,894 61	287,157 11	
	220,096 70	27,072 44	10,962,275 47	314,220 10	
	5,884 95	5,044 80	9,810,632 42	498,966 17	
	621,706 61	495,234 71	30,614 93	16 53	
	83,051 41	66,579 07	3,003,131 40	103,221 57	
	23,903 77		36,048,212 99	464,737 68	
			3,657,633 91		\$482,545 69
			1,664,403 77		526,109 74
			100,000 00		
\$359,562 16	\$5,565,904 86	\$2,466,127 87	\$254,326,712 84	\$5,136,859 10	\$1,006,655 43
\$2,202,453 80	** \$2,196,971 39	** \$8,554,568 55	\$89,081,914 48	\$270 47	
			1,600,000 00	169,508 89	
	870,361 22		14,978,248 78		\$77,390 67
	16,816 18		4,831,170 14		2,087,942 41
			00 00		27,088 66
			16 18	80,065 22	
			12 25		49 20
	7,229 01		55 84	274,791 02	
	35,117 00		29 01	1,149,312 96	
			00 00		414,338 53
			17 00	359,266 51	
			10 00		
			87 15	67,797 73	
\$3,302,453 80	\$3,190,494 90	\$8,568,400 70	59 63	\$1,101,412 82	\$2,006,810 49

¹⁰ The company reports no surplus or deficit. Under the readjustment plan all surplus income is devoted to payment of interest on adjustment income bonds, which interest is not a liability unless earned.

¹¹ Includes \$480,000 for estimated interest on construction in operation not declared by Public Service Commission.

¹² See note 16, Div. B, of Table XVIII, also Table XIX, E.

¹³ Includes \$7,707.26 interest and rentals uncalled for, deposited by prior interest, accrued and payable prior to January 1, 1912.

¹⁴ Includes "Accounts awaiting distribution," \$7,882,012.78.

¹⁵ First mortgage bonds, \$1,500,000 (held by the New York Railways), which matured June 1, 1904, are shown under Other permanent debts owing to associated companies.

¹⁶ Includes \$3,225,123.78 expended by lessee for betterments, for which no liability for repayment is recognized by the lessor. For details of the remainder, see note 15. This amount is not included in Table XIX.

¹⁷ No liability for repayment of this amount is recognized by company, and the amount is not included in Table XIX.

¹⁸ Matured first mortgage bonds and matured debentures.

¹⁹ Includes \$200,000 New Williamsburg & Flatbush bonds which have been called but not actually retired. See note 14 to Table XIX, A.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 423

for operating and lesser companies: (B) Liabilities side — Concluded

Other bills payable and similar short-term obligations ¹	Other current and accrued liabilities	Reserves other than accrued amortization of capital ²	Total liabilities and credit balances	Surplus	Deficit
\$385,530 08	\$1,446,247 90	\$574,910 27	\$9,898,088 28	(C)	\$529,978 61
1,190,280 00	338,089 80	21,355 78	2,550,325 65		529,351 78
33,333 33	13,354 81	10,404 69	290,897 28		154,065 29
1,100,000 00	1,624,083 44	9,491,884 04	77,916,415 37	\$919,308 80	
	112,579 66		2,257,392 70	5,063 98	
	59,507 02	100 00	5,252,380 80		319,062 30
	135,384 33		675,575 73		175,235 56
	9,790 87		12,046,461 77	499,540 07	
	32,728 53		122,499 51	2,400 00	
	8,979 92		2,690,580 30	37,576 60	
			227,792 79		66,586 81
\$6,961,867 21	\$8,910,343 18	\$18,667,035 48	\$263,694,378 48	\$2,565,191 27	\$4,272,080 44
	966,164 37	\$365,160 00	\$7,814,360 59		\$396,145 87
	8,033 58	225 00	132,811 97		48,791 85
	43,225 29	159 00	769,465 58	\$4,910 88	
	1,019,728 53	2,963 00	10,304,474 00	1,362,769 68	
	83,552 48		848,401 11		95,847 87
	643,432 07		3,891,662 44		1,014,007 66
	\$1,844,138 57	\$369,527 00	\$28,461,175 69	\$1,307,680 23	\$1,554,683 24
9500 00	\$375,876 07		\$10,718,008 61		\$1,925,345 36
	214,678 49	\$4,148 18	1,580,788 84		1,195 45
	126,379 68		2,140,465 68	\$159,784 90	
	11,381 38		274,740 80	151,362 07	
	11,743 70	29,544 02	1,830,637 73	1,444 19	
84,970 00	80,865 02	\$3,649 34	1,335,942 31		71,452 47
23,834 98	99,306 66	Dr 140 25	153,001 39	15,326 49	
\$119,404 98	\$319,628 88	\$97,301 24	\$18,024,270 14	\$320,916 65	\$1,997,991 28
\$979,000 00	\$401,452 82	\$21,918 63	\$6,500,619 24		\$813,511 69
66,000 00	424,796 95	1,035 71	2,589,065 49		141,409 71
1,088,000 00	268 13	27 98	301,139 19	\$1,136 78	
30,000 00	846,517 70	25,881 82	9,890,823 91	1,136 78	464,891 51
	40,680 58	14,069 70	514,850 29		17,453 83
	37,546 41		542,581 70		248,641 64
	2,486 36		233,486 35	80,798 31	
	534 13		92,005 98		83,779 31
10,000 00	81,467 48	14,069 70	1,382,784 41	80,798 31	347,874 77
\$1,038,000 00	\$907,985 18	\$37,851 02	\$10,773,548 33	\$51,930 09	\$802,796 28
\$8,480,864 35	\$27,669,670 06	\$37,114,034 01	\$1,054,483,607 43	\$35,072,157 03	\$9,636,206 67

¹ Includes deposits of associated companies to pay interest and taxes, \$306,807.29.

² See note 3, page 419.

³ Composed of: Sale of all physical property, etc., within New York City, \$54,365.27; sale of construction material, \$865.47; reserve for power, \$8,418.60.

⁴ Amount paid in on subscriptions for stock

⁵ Includes \$40,971.85, amount due Manhattan Beach & Land Company, Ltd., probably an associated company. No part of this entry is included in Table XIX.

⁶ See note 27 to Table XIX, A.

⁷ This amount apparently consists of advances by controlling companies to make up an operating deficit, and is therefore not included in Table XIX.

TABLE XVIII. GROWTH OF FIXED CAPITAL, YEAR ENDED JUNE 30, 1916: (A) New York City and Vicinity

OPERATING AND LESSOR STREET RAILWAYS	Street-railway franchises	Patent rights	Other intangible street-railway capital
OPERATING COMPANIES			
Brooklyn Rapid Transit.....			\$1,027,115 3
Existing subway.....			
Contract 3 and allied certificates.....			1,027,115 3
Manhattan & Manhattan.....			
Total.....			\$1,027,115 3
BROOKLYN RAPID TRANSIT			
New York Consolidated.....		\$12 57	
Brooklyn Heights.....			
Leased lines.....	{ Cr \$1,813 27 } \$500 00	13 57	{ \$1,813 27 } 1,819 84
Brooklyn, Queens Co. & Sub.....	\$500 00	13 57	945 41
Long Island & Brooklyn.....	(?)	13 57	
Long Island & Gravesend.....	{ Cr 167 90 } { Cr 536 50 }	13 57	
Manhattan Electric.....	\$500 00	13 57	{ 536 50 } 322 02
4th Brooklyn.....		13 57	
Leased lines.....			
Total.....	\$1,500 00	\$36 00	\$3,667 91
MANHATTAN SURFACE			
New York Railways.....	\$1,695 28		
Leased lines.....			
Brooklyn & North River.....			
3rd Avenue.....			
St. Manh. & St. N. Ave.....			
1st Line.....			
1st-Crotona.....			
Total.....	\$1,695 28		
BRONX SURFACE			
New York City Interborough.....			
Van Hook & City Island.....			
1st.....	\$1,050 00		\$4,212 00
Westchester Electric.....			
Total.....	\$1,050 00		\$4,212 00
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....			
New York & Long Island.....			
Manhattan Electric.....			
New York & North Shore.....	\$50 00		
Manhattan & Queens.....	50 00		\$477 50
Leased lines.....			
Total.....	\$100 00		\$477 50
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....			
Long Island Midland.....			
Manhattan Bridge 3-Cent Line.....			
1st Terminal.....			
Total.....			
Lessor companies			
Manhattan Railway.....	\$4,345 20	\$36 00	\$1,034,773 34
New York Municipal.....		\$105 90	\$84,105 64
City owned lines.....			782,773 00
Leased lines { Elevated extensions.....			
{ Reconstruction and additional track.....		105 90	
Unallocated items.....			\$782,773 00
1st Traction.....			
Total — Lessor companies.....		\$105 90	\$845,879 34
Grand total.....	\$4,345 20	\$200 90	\$1,881,681 68

For footnotes, see second double-page following.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 425

Installations in street-railway departments during the year, by accounts

Right of way	Other street-railway land	Grading	Ties	Rails, rail fastenings and joints	Special work	Under-ground construction	Track laying and surfacing
\$1,753,945 70	\$39,399 90		\$97,153 91	\$164,083 25	\$69,547 91		\$169,116 44
1,753,945 70	11,302 74		97,153 91	164,083 25	69,547 91		169,116 44
	28,037 18		376 42	637 06	483 58		506 48
\$1,753,945 70	\$39,399 90		\$97,153 91	\$164,083 25	\$69,547 91		\$169,116 44
81,179 75	\$66,065 11	\$46,007 18		\$425 54	\$1,340 61		\$176 52
23 00	1,723 91	1 937 92	\$7,926 39	16,346 01	28,579 73		17,998 14
	1,531 99		58 91	868 83	Cr 660 00		786 06
300 75	633 65	1 43 93	1,423 86	1,800 14	Cr 978 28		4,375 88
[167 90]				713 81	24 11		387 07
2,596 27	5,613 96	1 5 20	411 91	2,153 01	1,069 89		1,079 52
68 12							
1,549 09			97 26	371 56	95 86		161 27
\$5,613 96	\$75,552 62	\$46,953 23	\$9,920 93	\$22,662 86	\$29,371 99		\$34,361 45
84 75				\$149 61	\$3,020 49	\$1,811 83	\$4,381 82
26 00				Cr 5 69			
				373 69			
					18 13	191 52	[148 71]
							80
		\$995 40		719 73	16,831 96	965 40	3,887 57
		Cr 295 31	Cr 3239 45	1,801 24	808 54	6,994 32	[24 02]
		96 36	22 75	263 75	4,796 64	24 12	3,343 82
							1,326 26
330 75		\$679 45	Cr 2306 70	\$3,201 33	\$25,475 79	\$9,087 20	\$12,919 97
		[3245 00]		\$846 00			[614 00]
		32 12					Cr 61 86
		12 00		129 35	\$932 18		[54 06]
\$326 28	\$24 28	772 29	\$5,944 48	\$5,145 09	8,285 09	\$991 08	582 44
	18,113 00	206 37	8,263 15	16,970 06	9,184 90		[61 63]
							17,210 91
							[61 70]
							13,569 30
\$326 28	\$18,137 33	\$1,023 69	\$15,247 61	\$48,511 43	\$18,203 14	\$991 08	\$31,281 16
	\$500 00			\$1,306 21			
		\$44 74	\$87 51	170 00			\$79 17
		21 23	800 76	4,873 80			2,311 73
			160 27				
\$633 06		[168 07]	3,834 99	12,757 25	\$1,992 54		4,626 96
		3,370 29					
\$633 06	\$500 00	\$2,004 33	\$4,573 52	\$19,302 26	\$1,992 54		\$7,017 79
	\$750 00		\$20 80		\$80 36		
			333 70				
		[3214 21]	69 30	\$5,639 93	222 90		Cr 47 21
		139 12					202 59
	\$750 00	\$353 33	\$426 80	\$5,639 93	\$303 28		\$195 29
\$1,761,453 77	\$134,340 90	\$51,643 02	\$127,491 49	\$234,007 14	\$125,443 17	\$9,778 28	\$245,898 55
Cr 998,966 87	\$1,553,649 72	\$344,377 58	\$32,467 91	\$58,578 09	\$60,778 89		\$130,760 91
Cr 908,521 84	1,016,936 40	10,211 36	10,613 16	3,469 82	26,316 81		27,989 68
5,769 47	30,000 58		Cr 71 66	3,154 32	1,547 78		10,180 84
64,485 20	506,712 74	[12,937 80]	21,916 31	51,954 15	33,012 73		92,590 69
		321,228 35					
			773 50	1,751 22			1 45
Cr 998,266 87	\$1,553,649 72	\$344,377 52	\$32,231 41	\$60,329 31	\$60,778 29		\$130,762 36
\$825,186 90	\$1,087,990 62	\$390,020 84	\$160,722 90	\$24,336 45	\$196,226 46	\$9,778 28	\$378,660 91

TABULATIONS FROM RETURNS OF STREET RAILWAYS 427

Installations in street-railway departments during the year, by accounts — Continued

Elevated structures and foundations	Bridges, trestles and culverts	Crossings, fences and signs	Interlocking and other signal apparatus	Telephone and telegraph lines	Poles and fixtures	Underground conduits
\$5,421,203 94	\$59,670 47	\$327 83	\$519,124 96	\$44,052 19	.....	\$389,251 52
5,421,203 94	59,670 47	327 83	11,681 29	39,529 73	.....	.....
.....	.....	421 30	507,443 67	4,522 46	.....	389,251 52
.....	.....	.....	1,470 41	.....	.....	.....
\$5,421,203 94	\$59,670 47	\$749 13	\$520,595 37	\$44,052 19	.....	\$389,251 52
.....
.....	\$155 55	\$127 63	.....	.....	\$1,350 48	.....
.....	.....	.....	.....	.....	1,315 03	\$7,989 05
.....	.....	.....	.....	.....	9 44	.....
.....	.....	.....	.....	.....	81 59	.....
.....	42,247 67	32 32	.....	.....	24 83	.....
.....	397 71	.....	.....	.....	735 97	739 85
.....	.....	.....	\$23 04	.....	.....	.....
.....	\$42,800 93	\$159 95	\$23 04	.....	\$3,517 34	\$8,728 90
.....
.....	.....	.....	.....	.....	.....	\$87 79
.....
.....	.....	.....	.....	.....	\$643 29	.....
.....
.....	.....	.....	.....	.....	.....	12 50
.....	.....	.....	.....	.....	.....	764 00
.....
.....	.....	.....	.....	.....	\$643 29	\$864 29
.....
.....
.....
.....	.....	.....	.....	.....	\$8,825 02	\$622 23
.....	.....	.....	.....	.....	926 11	.....
.....
.....	.....	.....	.....	.....	\$9,751 13	\$622 23
.....
.....
.....	.....	.....	.....	.....	\$672 72	\$147 21
.....
.....	.....	.....	\$3,873 36	.....	Cr 56 42	.....
.....	.....	.....	.....	.....	4 25	.....
.....
.....	\$1,191 23	\$39 41	166 43	\$123 82	3,688 81	.....
.....	\$1,191 23	\$39 41	\$4,039 79	\$123 82	\$4,309 36	\$147 21
.....
.....	.....	.....	\$338 39	.....	\$65 50	.....
.....	.....	.....	.....	.....	2 81	.....
.....	.....	.....	.....	.....	18 29	.....
.....	.....	\$49 55	.....	.....	.....	\$40 83
.....
.....	.....	\$49 55	\$338 39	.....	\$86 60	\$40 83
\$5,421,203 94	\$103,662 63	\$998 04	\$524,996 59	\$44,176 01	\$18,307 72	\$399,654 98
.....
\$1,482,348 69	\$114 38	\$3,921 49	\$258,789 80	\$57,169 10	\$276 06	\$83,969 86
297 81	.....	3,595 17	198,617 61	19,413 89	.....	69,620 01
550,852 60	.....	.....	5,351 87	2,455 74	.....	323 62
922,198 28	114 38	326 32	54,820 32	35,299 47	276 06	14,026 23
.....
\$1,482,348 69	\$114 38	\$3,921 49	\$258,789 80	\$57,169 10	\$276 06	\$83,969 86
\$6,903,552 63	\$103,777 01	\$4,919 53	\$783,786 39	\$101,345 11	\$18,583 78	\$483,624 84

TABLE XVIII. Growth of fixed capital, year ended June 30, 1916: (A) Net

OPERATING AND LESSOR STREET RAILWAYS	Trans- mission system	Distri- bution system	Power- plant buildings	Sub- station buildings
OPERATING COMPANIES				
Interborough Rapid Transit.....	\$132,356 78	\$234,216 56	\$44,666 19	\$79,494 19
Existing subway.....	19,969 42	13,069 62		
Contract 3 and allied certificates.....	112,387 36	221,146 94	44,666 19	79,494 19
Hudson & Manhattan.....		8,214 91		
Total.....	\$132,356 78	\$242,431 47	\$44,666 19	\$79,494 19
BROOKLYN RAPID TRANSIT				
Brooklyn Heights.....		\$478 58		
Leased lines.....	\$14,244 28	10,072 23		
Brooklyn, Queens Co. & Sub.....	22,509 51	45 23		
Coney Island & Brooklyn.....	48 37	1,850 49	\$45 27	
Coney Island & Gravesend.....		Cr 12 81		
Nassau Electric.....	753 52	6,169 93		
South Brooklyn.....				
Leased lines.....		3,411 10		\$68 71
Total.....	\$37,555 68	\$22,014 75	\$45 27	\$68 71
MANHATTAN SURFACE				
New York Railways.....	\$13,283 37	\$172 39		\$10,141 59
Leased lines.....		3 75		
Second Avenue, Receiver.....				
Brooklyn & North River.....		454 45		
Third Avenue.....		14,068 50		
Dry Dock, E. B'way & B. Recr.....		Cr 1,436 25		
42d St., Manh. & St. N. Ave.....		5,861 46		
Belt Line.....		896 82		
Mid-Crosstown.....		12 36		
Total.....	\$13,283 07	\$20,033 48		\$10,141 59
BRONX SURFACE				
Pelham Park & City Island.....		\$41 06		
Union.....	\$769 37	5,563 67		
Westchester Electric.....		359 26		
Total.....	\$769 37	\$5,963 99		
QUEENS SURFACE (EXCL. B. R. T.)				
New York & Queens County.....	\$14,135 51	\$1,479 88		\$226 78
New York & Long Island.....		14 08		
Ocean Electric.....	233 14	344 37		
New York & North Shore.....		12 19	\$8 13	
Manhattan & Queens.....				
Leased lines.....		3,207 17		
Total.....	\$14,368 65	\$5,057 69	\$8 13	\$226 78
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.....				
Manhattan Bridge 3-Cent Line.....		\$547 98		
Bush Terminal.....		511 62		
Total.....		\$1,059 60		
Total — Operating companies.....	\$198,333 55	\$296,560 98	\$44,719 59	\$89,931 27
LESSOR COMPANIES¹				
Manhattan Railway.....				
New York Municipal.....	\$44,607 69	\$452,924 74		\$5,970 66
City owned lines.....	38,683 97	286,614 12		55 55
Leased lines { Elevated extensions.....	18 39	15,343 43		2,924 47
{ Reconstruction and additional tracks.....	5,905 33	150,967 19		2,990 64
Total — Lessor companies.....	\$44,607 69	\$452,924 74		\$5,970 66
Grand total.....	\$242,941 24	\$749,485 72	\$44,719 59	\$95,901 93

NOTE.— Fixed-capital accounts of the Uniform System for which no company reports an entry are omitted from this table. Accounts for which but few companies report entries are combined with other accounts and explained in footnotes. Entries included in brackets represent transfers between the fixed-capital accounts and are not included in the totals. The Marine Railway does not appear in the table as it owns no fixed capital. For a full list of all companies reporting any change, see Division B. The details of those entries which are the result of debits and credits are given in the abstracts of company returns in Part III of this volume.

¹ Ballast.

² Correction made by the company in this account is shown in Division B.

³ Details for expenditures by the City of New York for Rapid Transit contracts, classified according to the Uniform System, are not available. A summary of changes is shown in Division B.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 429

installations in street-railway departments during the year, by accounts — Continued

General-office buildings and fixtures	Shops and car-houses	Stations, waiting-rooms and miscellaneous buildings	Furnaces, boilers and accessories	Steam engines	Power-plant electric equipment	Miscellaneous power-plant equipment
.....	\$39,073 18	\$1,530,771 50	\$171,750 40	\$184,592 85	\$75,903 90	\$17,802 49
.....	202 11	22,856 18	88,957 27	.....	.....	1,259 41
.....	38,871 05	1,507,905 32	88,793 13	* 184,592 85	75,903 90	16,543 08
.....	.....	814 18	7,092 22	.....	.....	.....
.....	\$39,073 18	\$1,531,585 63	\$181,842 62	\$184,592 85	\$75,903 90	\$17,802 49
.....
\$870 70	\$33,943 74	\$4,031 40	.....	.....	.....	.....
.....	103 83	.....	.....	.....	.....	.....
.....	778 24	.....	.....	.....	.....	.....
.....
.....	279 90	241 15	.....	.....	.....	.....
.....	80 96	* 1,722 33	.....	.....	.....	.....
.....	669 80	.....	.....	.....	.....	.....
\$870 70	\$35,856 49	\$5,994 88	.....	.....	.....	.....
.....
.....	\$2,512 08	Cr \$3,471 72	.....	.....	.....	.....
.....	6 277 09	10 25	.....	.....	.....	.....
(?)	(?)
\$49 95	.....	7,710 28	.....	.....	.....	.....
.....
.....	1,821 49	.....	.....	.....	.....	.....
.....
\$49 95	\$10,610 66	\$1,249 81	.....	.....	.....	.....
.....
.....	.....	\$13,061 82	.....	.....	.....	.....
.....	.....	\$13,061 82	.....	.....	.....	.....
.....
.....
.....
.....
.....
\$149 59	\$114 99	\$30 04	\$51 29	.....	.....	\$127 21
.....	.....	249 16	.....	.....	.....	.....
.....	.....	207 83	.....	.....	.....	.....
\$149 59	\$114 99	\$497 43	\$51 29	.....	.....	\$127 21
.....
\$179 53	.....	\$27 25	.....	.....	.....	.....
.....	\$30 42	118 63	.....	.....	.....	.....
.....
\$179 53	\$30 42	\$145 83	.....	.....	.....	.....
.....
\$3,761 85	\$1,249 77	\$85,685 72	\$1,555,524 45	\$184,592 85	\$75,903 90	\$17,929 70
.....
\$775 40	\$5,906 89	\$12,263 70	.....	.....	.....	.....
.....	.....	1,196,458 98	.....	.....	\$2,800 17	.....
.....	.....	181,504 24	.....	.....	2,800 17	.....
.....	.....	244,743 21	.....	.....	.....	.....
775 40	5,306 89	765,011 51	.....	.....	.....	.....
.....
\$775 40	\$5,906 89	\$1,304,523 68	.....	.....	\$2,800 17	.....
.....
\$2,025 17	\$90,992 61	\$2,760,047 11	\$181,903 91	\$184,592 85	\$78,304 07	\$17,929 70

* Composed of \$152,773.66 Debt expense and \$600,000 Debt discount.

* Includes turbo-units.

* Charged to Docks and wharves.

* Includes Law expenditures during construction, \$51,195.46 and Interest during construction, \$2,857,436.78.

* Charged to Locomotives.

* Composed of law expenditures during construction \$10,863.50 and Interest during construction, \$2,445,736.46.

* Composed of Materials and supplies \$3,929.89, and Miscellaneous construction expenditures, \$74,937.44.

TABLE XVIII. Growth of fixed capital, year ended June 30, 1916: (A) Net

OPERATING AND LESSOR STREET RAILWAYS	Sub-station equipment	Shop equipment	Revenue cars
OPERATING COMPANIES			
Interborough Rapid Transit.....	\$306,952 14		\$2,844,850 80
Existing subway.....	3,307 70		2,104,128 88
Contract 3 and allied certificates.....	303,644 44		740,721 92
Hudson & Manhattan.....		\$4,605 28	354 08
Total.....	\$306,952 14	\$4,605 28	\$2,845,204 88
BROOKLYN RAPID TRANSIT			
New York Consolidated.....			[\$6,822 00]
Brooklyn Heights.....			4 40
Leased lines.....	\$48 81	\$3,030 42	[130,734 61]
Brooklyn, Queens Co. & Sub.....		140 50	6,496 49
Coney Island & Brooklyn.....		261 00	[35,395 65]
Coney Island & Gravesend.....			18,700 95
Nassau Electric.....	283 39	365 75	[25,257 23]
South Brooklyn.....		50 51	21,132 35
Leased lines.....	133 04	335 68	[779 50]
Total.....	\$465 24	\$4,183 86	508 39
MANHATTAN SURFACE			
New York Railways.....	\$29,412 68		[124,213 11]
Leased lines.....			74,961 77
Second Avenue, Receiver.....			[772 34]
Brooklyn & North River.....			5,643 12
Third Avenue.....	Cr 28 38	\$275 00	
Dry Dock, E. B'way & B., Recr.....			
42d St., Manh. & St. N. Ave.....			
Belt Line.....			
Mid-Crosstown.....			
Total.....	\$29,384 30	\$275 00	\$71,857 24
BRONX SURFACE			
N. Y. City Interborough.....			\$534 00
Pelham Park & City Island.....			
Union.....			
Westchester Electric.....			(?)
Total.....			\$534 00
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....	\$20,644 48	\$400 65	\$435 00
Long Island Electric.....			
New York & Long Island.....			20,375 73
Ocean Electric.....			92 83
New York & North Shore.....		15 71	
Manhattan & Queens.....		18 35	
Leased lines.....			2,348 65
Total.....	\$20,644 48	\$500 71	\$23,252 81

For footnotes, see preceding double-page.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 431

Installations in street-railway departments during the year, by accounts — Continued

Electric equipment of cars	Other rail equipment	Miscellaneous equipment	Engineering and superintendence	Injuries during construction (also law expenditures, interest and taxes)	Miscellaneous construction expenditures	Total net installations during the year (street-railway fixed capital since 1908)
\$183,863 18	\$6,218 19	\$9,349 49	\$530,574 73	\$3,033,071 57	\$678,249 78	\$28,450,092 00
137,550 02	6,218 19					2,470,940 12
46,313 16		9,349 49	530,574 73	3,033,071 57	678,249 78	25,979,151 88
		1,925 00		625 00		127,326 57
\$183,863 18	\$6,218 19	\$11,274 49	\$530,574 73	\$3,033,696 57	\$678,249 78	\$28,577,418 57
[Cr \$6,822 00]						\$113,255 61
	\$276 76	\$146 50				4,116 09
[Cr 130,734 61]	13,026 46	9,014 59				205,495 26
231 84						
[Cr 35,395 65]	6,492 51					58,749 09
52 27						
[Cr 25,357 23]	5,677 79	Cr 559 00				56,870 80
10,599 07						
[Cr 779 50]						7,004 42
[Cr 124,213 11]	10,844 71					157,471 05
1,303 73						
[Cr 772 34]	\$ 628 73					21,874 56
269 48	13,000 00					6,916 58
\$12,456 39	\$49,946 96	\$8,611 09				\$631,753 46
		\$1,880 80	\$1,788 89			\$68,898 97
		Cr 251 00				6,371 36
						Cr 251 00
						1,520 38
Cr \$473 00			[Cr 148 71]			94,909 03
						Cr 1,436 25
			315 91		\$56 00	31,682 42
			[Cr 24 02]			17,382 19
			269 03			8,282 63
			125 49			
Cr \$473 00		\$1,629 80	\$2,499 32		\$56 00	\$227,359 73
			[Cr \$18 67]			\$17,725 28
			1 52			
			[Cr 54 05]			4,055 11
			2 08			
\$178 00	\$1,725 00		[Cr 69 91]		\$30,363 46	196,641 23
			1,514 81			
			[Cr 145 95]			127,501 14
			150 88			
\$178 00	\$1,725 00		\$1,669 29		\$30,363 46	\$345,922 76
\$80 00					\$1 98	\$52,287 09
13,497 50						12,607 54
	\$20 10		\$99 33			38,085 67
45 88	1,424 52				26 33	15,734 10
		\$768 23				2,076 14
355 62	589 09		3,828 19	\$876 71	743 17	2,360 24
						66,765 88
\$13,979 00	\$2,033 71	\$768 23	\$3,927 52	\$876 71	\$771 48	\$189,916 66

TABLE XVIII Growth of fixed capital, year ended June 30, 1916: (A) Net

OPERATING AND LESSOR STREET RAILWAYS	Sub-station equipment	Shop equipment	Revenue cars
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.....	.....	.....	Cr \$58,144 00
Staten Island Midland.....	.....	\$48 52	\$ 372 76
Southfield Beach.....	.....	.....	.....
Manhattan Bridge 3-Cent Line.....	.....	25 00	\$ 137 16
Bush Terminal.....	.....	.....	.....
Total.....	.....	\$83 52	\$509 92
Total — Operating companies.....	\$357,446 16	\$9,648 37	\$3,068,806 32
LESSOR COMPANIES*			
Manhattan Railway.....	Cr \$123,810 44	.....	.....
New York Municipal.....	39,176 36	.....	\$1,388,844 76
City owned lines.....	29,097 28	.....	1,388,467 24
Leased lines { Elevated extensions.....	6,450 51	.....	.....
{ Reconstruction and additional tracks.....	3,628 56	.....	377 52
Unallocated items.....	.....	.....	.....
Bronx Traction.....	.....	.....	.....
Total — Lessor companies.....	Cr \$84,634 09	.....	\$1,388,844 76
Grand total.....	\$272,812 07	\$9,648 37	\$4,457,651 08

For footnotes, see second preceding double-page.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 433

Installations in street-railway departments during the year, by accounts — Concluded

Electric equipment of cars	Other rail equipment	Miscel- laneous equipment	Engineering and superintendence	Injuries during construction (also law ex- penditures, interest and taxes)	Miscellaneous construction expenditures	Total net installations during the year (street-railway fixed capital since 1906)
						\$4,496 17
(858,144 00)						919 79
(7)						18 29
						1,175 26
						7,183 66
						\$13,742 17
\$309,825 57	\$58,376 86	\$24,008 61	\$636,670 86	\$3,034,573 28	\$708,440 73	\$39,006,112 35
						Cr \$27,441 10
\$359,349 89	\$1,481 65		\$267,587 43	\$2,473,072 43	\$385,907 20	10,883,718 51
\$42,636 87			3,791 84	15,307 96	137,275 27	3,122,842 98
			28,607 82	167 93	57,670 59	977,931 35
16,713 03	1,481 65		99,682 42	96 59	112,094 01	3,298,594 73
			126,105 55	2,456,899 98	78,867 33	3,424,346 50
						15,116 56
\$359,349 89	\$1,481 65		\$267,587 43	\$2,473,072 43	\$385,907 20	\$10,811,390 96
\$366,175 46	\$59,858 51	\$24,008 61	\$796,268 29	\$5,506,645 71	\$1,086,347 93	\$40,797,504 31

Table XVIII. Growth of fixed capital, year ended June 30, 1916: (B) Summary

OPERATING AND LESSOR STREET RAILWAYS	CHANGES IN FIXED	
	FIXED CAPITAL INSTALLED SINCE 1908	
	Corrections, annexations, other departments and expenditures by N. Y. City	Total net installations (Division A) and other changes
OPERATING COMPANIES		
Interborough Rapid Transit.....		\$28,450,092 00
Existing subway.....		2,470,940 12
Contract 3 and allied certificates.....		25,979,151 88
Manhattan (Elevated div.) ¹	² [Cr \$3,825,214 56]	² [Cr 3,825,214 56]
Hudson & Manhattan { Street railway.....		127,326 57
Other department.....	Cr 10,699 22	Cr 10,699 22
Total.....	Cr \$10,699 22	\$28,566,719 35
BROOKLYN RAPID TRANSIT		
New York Consolidated.....		\$113,255 61
Brooklyn Heights.....		4,116 09
Leased lines.....		205,495 26
Bridge Operating.....		
Brooklyn, Queens Co. & Sub.....	⁴ Cr \$154 23	58,594 86
Coney Island & Brooklyn.....	⁴ Cr 150 00	56,720 80
Coney Island & Gravesend.....		7,004 42
Nassau Electric.....	⁴ Cr 1,200 57	156,270 48
South Brooklyn.....		21,874 56
Leased lines.....		6,916 58
Total.....	Cr \$1,504 80	\$630,248 66
MANHATTAN SURFACE		
New York Railways { Street railway.....	⁴ \$729 81	\$69,628 78
Office building.....	1,376 96	1,376 96
Leased lines... { Street railway.....		6,371 86
Office building.....	19,035 51	19,035 51
Second Avenue.....		
Second Avenue, Receiver.....	⁴ Cr 902 78	Cr 1,153 78
Brooklyn & North River.....		1,520 38
Third Avenue.....		94,909 03
Dry Dock, E. B'way & Battery.....		
Dry Dock, E. B'way & B., Recr.....	⁴ Cr 64 96	Cr 1,501 21
42d St., Manh. & St. N. Ave.....		31,682 42
Belt Line.....		17,382 19
Mid-Crosstown.....		8,282 63
Total.....	\$20,174 54	\$247,534 27
BRONX SURFACE		
N. Y. City Interborough.....		\$17,725 28
Pelham Park & City Island.....		4,055 11
Southern Boulevard.....		
Union.....		196,641 23
Westchester Electric.....	⁴ Cr \$936 00	126,565 14
Total.....	Cr \$936 00	\$344,986 76
QUEENS SURFACE (EXCL. B. R. T.)		
New York & Queens County.....		\$52,287 09
Long Island Electric.....		12,607 54
New York & Long Island.....		38,085 67
Ocean Electric.....		15,734 10
New York & North Shore.....		2,076 14
South Shore, Receivers ¹⁰		
Manhattan & Queens.....		2,360 24
Leased lines.....		66,765 88
Total.....		\$189,916 66

For footnotes, see next double-page.

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of changes made during the year and total fixed capital at close of year

CAPITAL DURING YEAR		TOTAL FIXED CAPITAL JUNE 30, 1916		
" Fixed capital Dec. 31, 1908 " withdrawn	Net increase of all fixed capital	" Fixed capital Dec. 31, 1908 "	Fixed capital installed since 1908	Gross* fixed capital investment June 30, 1916
\$349,228 89 349,228 89 3,075 00 13,444 17	\$28,100,863 11 2,121,711 23 25,979,151 88 [Cr 3,825,214 56] 124,251 57 Cr 24,143 39	\$36,207,677 72 36,207,677 72 } 102,004,133 68	\$32,403,091 57 16,381,197 68 66,021,893 89 [73,699 41] { 15,824,158 73 2,793,214 35	\$118,610,769 29 52,588,875 40 66,021,893 89 [73,699 41] } 120,621,506 76
\$365,748 06	\$28,200,971 29	\$138,211,811 40	\$101,020,464 65	\$239,232,276 05
\$13,670 31 2,874 22 81,717 20 211 50 25,107 86 570 00 59,995 84 1,490 00	\$99,585 30 1,241 87 123,778 06 58,383 36 31,612 94 6,434 42 96,274 64 21,874 56 5,426 58	\$52,451,226 76 461,040 17 7,469,734 01 100,734 55 10,094,975 68 8,324,670 37 208,989 00 32,175,922 06 1,076,686 74 1,483,819 36	\$5,214,357 55 33,794 57 2,249,754 08 471,337 40 1,300,079 86 26,591 59 1,435,609 53 214,097 47 105,352 27	\$57,665,584 31 494,834 74 9,719,488 09 100,734 55 10,566,313 08 9,624,750 23 235,580 59 33,611,531 59 1,290,784 21 1,589,171 63
\$185,636 93	\$444,611 73	\$113,847,798 70	\$11,050,974 32	\$124,898,773 02
} \$113,509 26 25,364 50	{ \$69,628 78 1,376 96 6,371 36 19,035 51 Cr 1,153 78 1,520 38 Cr 18,600 23 Cr 1,501 21 6,317 92 17,382 19 8,282 63	{ \$74,360,728 54 8,802,236 38 30,316,203 69 5,032,977 40 11,808,861 26	{ \$2,097,604 55 71,305 93 187,867 38 28,312 59 1,259,526 83 91,938 41 3,831,650 45 428,119 37 805,714 16 2,526,280 14 158,282 63	{ \$76,745,818 09 8,802,236 38 1,259,526 83 91,938 41 34,147,854 14 5,032,977 40 428,119 37 12,614,575 42 2,526,280 14 158,282 63
\$138,873 76	\$108,660 51	\$130,321,007 27	\$11,486,602 44	\$141,807,609 71
\$13,612 26 601 35 83,195 45 67,860 05	\$4,113 02 4,055 11 Cr 601 35 113,445 78 58,705 09	\$6,392,893 30 561,590 98 7,851,934 92 2,296,802 36	\$621,001 89 81,816 08 143,634 81 1,789,508 10 481,280 20	\$7,013,895 19 81,816 08 705,225 79 9,641,443 02 2,778,082 56
\$165,269 11	\$179,717 65	\$17,103,221 56	\$3,117,241 08	\$20,220,462 64
\$47,649 16 900 00 8,008 12	\$4,637 93 12,607 54 37,185 67 7,725 98 2,076 14 2,360 24 66,765 88	\$8,088,486 22 1,352,414 31 2,271,130 13 308,669 67 359,750 04 722,089 37	\$602,399 37 226,910 03 144,024 17 136,192 31 1,253,017 17 55,533 26 9,681 30 68,962 15	\$8,690,885 59 1,579,324 34 2,415,154 30 444,861 98 1,612,767 21 778,522 63 9,681 30 68,962 15
\$56,557 28	\$133,359 38	\$13,103,439 74	\$2,496,719 76	\$15,600,159 50

Table XVIII. Growth of fixed capital, year ended June 30, 1916: (B) Summary

OPERATING AND LESSOR STREET RAILWAYS	CHANGES IN FIXED	
	FIXED CAPITAL INSTALLED SINCE 1908	
	Corrections, annexations, other departments and expenditures by N. Y. City	Total net installations (Division A) and other changes
RICHMOND AND OTHER SURFACE		
Richmond Light & R. R.		\$4,495 17
Staten Island Midland	* Cr \$2,305 76	Cr 1,385 97
Southfield Beach		18 29
Total — Richmond	Cr 2,305 76	3,127 49
Manhattan Bridge 3-Cent Line	** Cr 14,722 25	Cr 13,546 99
Bush Terminal		7,133 66
Van Brunt St. & Erie Basin		
Total — Misc. Bklyn.	Cr 14,722 25	Cr 6,413 33
Total	Cr \$17,028 01	Cr \$3,285 84
Total — Operating companies	Cr \$9,993 49	\$29,976,119 86
LESSOR COMPANIES		
Rapid Transit Contracts 1 & 2 (City of N. Y.)	\$50,703 56	\$50,703 56
R. T. Contract 3 and certificates (City of N. Y.) ¹⁵		Cr 27,441 10
Manhattan Railway		3,122,842 93
New York Municipal { City owned lines		4,276,526 08
{ Leased B. R. T. lines		3,424,346 50
{ Unallocated items		1,189,724 50
R. T. Contract 4 and certificates (City of N. Y.) ¹⁶ {	1,189,724 50	1,189,724 50
	¹⁷ 936,475 60	¹⁷ 936,475 60
Total — N. Y. Mun. & Contract 4	2,126,200 10	12,949,915 61
Brooklyn City		
De Kalb Ave. & North Beach		
Prospect Park & Coney Island		
Prospect Park & South Brooklyn		
New York & Coney Island		
Lessors of New York Railways ¹⁸		
Central Crosstown		
Kingsbridge		
Third Avenue Bridge		
Bronx Traction		15,116 55
Total — Lessor companies	\$2,176,903 66	\$12,983,294 62
Grand total	\$2,166,910 17	\$42,964,414 48

NOTE.— The Marine Railway does not appear in the table as it owns no fixed capital.

* That is, without deduction of amortization or depreciation.

¹ Figures bracketed are not included in the totals because they represent amounts spent by the lessees which will be taken on the books of the lessor.

² Made up of \$72,532.42 for installations during the year, less the following: \$97,971.46 transferred to the capital account of the Interborough; \$3,759,618.61 paid by respondent during the year, and retirements of \$40,156.91 credited to the Manhattan equipment reserve in the accounts of the Interborough.

³ The Interborough reports \$216,010.40 as recoverable from the Manhattan Railway on this account. The amount tabulated was obtained by deducting \$102,154.08 and \$40,156.91, representing respectively the 1915 and 1916 retirements from fixed capital which have been credited to the Manhattan equipment reserve account instead of the capital accounts affected.

⁴ Correction in Street-railway franchise account.

⁵ Correction in Distribution system account.

⁶ Cost of property acquired Jan. 1, 1912, awaiting distribution upon settlement of receivership accounts, \$74,447,853.99, less \$37,125.45 for property then acquired and subsequently sold. The last amount is \$20,117.30 less than corresponding item reported in 1915.

⁷ See note 6.

⁸ Correction in General-office buildings and fixtures and Shops and car-houses account.

⁹ Correction in Revenue-car account.

¹⁰ Data taken from last quarterly report filed by this company covering the period to Dec. 27, 1912, when all franchise rights in the City of New York were transferred to Manhattan & Queens Traction Corporation.

¹¹ Does not include fixed capital of lighting department.

¹² Unpaid interest coupons, amounting to \$112,500, assumed in 1911, when sundry assets were taken over, are removed from Fixed capital, where they were erroneously included by the company.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 437

of changes made during the year and total fixed capital at close of year — Concluded

CAPITAL DURING YEAR		TOTAL FIXED CAPITAL JUNE 30, 1916		
" Fixed capital Dec. 31, 1908 " withdrawn	Net increase of all fixed capital	" Fixed capital Dec. 31, 1908 "	Fixed capital installed since 1908	Gross* fixed capital investment June 30, 1916
\$20,230 50	Cr \$15,735 33	\$2,381,594 46	\$252,231 88	¹¹ \$2,633,826 34
1,208 50	Cr 2,594 47	¹² 1,992,831 53	213,683 38	¹² 2,206,514 91
.....	18 29	301,912 39	18 29	301,930 68
\$1,439 00	Cr 18,311 51	4,676,338 38	465,933 55	5,142,271 93
.....	Cr 13,546 99	.....	¹⁴ 423,654 49	¹⁴ 423,654 49
.....	7,133 66	275,646 73	37,285 72	312,932 45
.....	.....	266,011 31	3,056 85	269,068 16
.....	Cr 6,413 33	541,658 04	463,997 06	1,005,655 10
\$21,439 00	Cr \$24,724 84	\$5,217,996 42	\$929,930 61	\$6,147,927 03
\$933,524 14	\$29,042,595 72	\$417,805,275 09	\$130,101,982 86	¹ \$547,907,207 95
.....	\$50,703 56	\$51,660,628 43	\$4,598,988 16	\$56,259,616 59
.....	.....	.....	369,885 10	369,885 10
\$498 75	Cr 27,939 85	109,168,574 18	4,126,664 34	113,295,238 52
.....	3,122,842 93	.....	17,301,954 90	17,301,954 90
.....	4,276,526 08	.....	12,469,522 80	12,469,522 80
.....	3,424,346 50	.....	11,063,097 59	11,063,097 59
.....	1,189,724 50	.....	33,849,878 20	33,849,878 20
.....	¹⁷ 936,475 60	.....	74,684,453 49	74,684,453 49
.....	12,940,915 61	.....	.....	19,813,000 00
.....	.....	19,813,000 00	.....	30,114 93
.....	.....	30,114 93	.....	1,089,895 86
2,287 27	Cr 2,287 27	1,089,895 86	.....	32,389 73
.....	.....	32,389 73	.....	100,019 02
.....	.....	100,019 02	.....	¹⁸ 37,912,739 05
1,408 09	Cr 1,408 09	¹⁹ 37,912,739 05	.....	2,659,820 09
.....	.....	2,629,495 85	²⁰ 30,324 24	2,262,445 68
.....	.....	2,262,445 68	.....	113,108 64
818 72	14,297 83	308,189 65	371,741 01	679,930 66
\$5,012 83	\$12,983,281 79	\$225,007,492 38	\$84,295,164 98	\$309,302,657 36
\$938,536 97	\$42,025,877 51	\$642,812,767 47	\$214,397,097 84	²¹ \$857,209,865 31

¹² Correction in Other intangible street-railway capital account, Dr. \$2,000.00, in Revenue cars, Cr. \$11,222.25, and in Electric equipment of cars, Cr. \$5,500. The first correction results from a modification by the Commission of its order in Case 1802, which now disallows an item of \$5,067.25 for legal expenses instead of \$7,067.25 deducted from Intangible street-railway capital in making the 1915 table. The other two corrections are in accordance with the order of the Commission. All these corrections are entered here but were made on the books of the company after the close of the 1916 fiscal year.

¹⁴ See note 13.

¹⁵ Represents expenditures on Steinway Tunnel — temporary operation (only unit of Contract No. 3 in operation June 30, 1916) as shown by the Financial Summary issued by the Department of Finance, City of New York, as of June 30, 1916. See Table XIX, Div. E, which, however, includes a cash balance of \$25.65.

¹⁶ Represents expenditures on Fourth Avenue (Brooklyn) subway, the Centre Street Loop and the New Utrecht Avenue Route (units of Contract No. 4 in operation June 30, 1916) as shown by the Financial Summary issued by the Department of Finance, City of New York, as of June 30, 1916. See Table XIX, Div. E, which, however, includes a cash balance of \$65,609.49.

¹⁷ Represents expenditures made prior to the fiscal year 1910 and not previously shown in the table.

¹⁸ Grouped, excluding the one mentioned below. For details by companies, see Table XVII.

¹⁹ Of fixed capital (\$22,615,408.20) reported by the New York & Harlem, one of the companies here included, \$17,640,018.40 is estimated as applicable to the steam railroad and is therefore excluded.

²⁰ Includes \$11,445.57 expended on leased line.

²¹ For change from total shown in corresponding table for 1915 not accounted for by changes during year, see note 6.

TABLE XIX. SECURITIES (CAPITALIZATION), JUNE 30, 1916: (A) Funded debt

COMPANY AND DESCRIPTION OF ISSUE	Class of obligation*	Date of maturity	Amount available but not outstanding ¹	Net amount outstanding June 30, 1916 (par value)
Interborough Rapid Transit:				
First and refunding mtge., 53-year 5's.....	A	Jan. 1, 1966 ²	\$150,978,000 00	\$148,658,000 00
City of New York — Rapid Transit R. R. bonds:⁴				
Contracts 1 & 2 — Lines in operation, 3 to 4½%.....	C			54,236,225 00
Contract 3 — Line in operation, 4 to 4½%.....	C			369,910 75
Total.....	—			54,606,135 75
Manhattan Railway:⁵				
Manhattan Ry. consol. mtge., 100-year 4's....	A	Apr. 1, 1990	131,300 00	\$40,670,000 00
Manhattan Ry. second mtge., 100-year 4's....	A	June 1, 2013	886,000 00	4,523,000 00
Manhattan Ry. 4% bond certificates.....	F	(7)		\$14,000 00
Owing to lessee for betterments.....	F			\$180,442 03
Total.....	—		1,017,000 00	45,387,442 03
Hudson & Manhattan:				
N. Y. & Jersey R. R. first mtge., 30-year 5's...	A	Feb. 1, 1932		5,000,000 00
Hudson & Manhattan first mtge., 50-year 4½'s...	A	Feb. 1, 1957		944,000 00
H. & M. first lien & ref. mtge., 44-year 5's.....	A	Feb. 1, 1957	27,753,866 34	¹⁰ 37,232,733 66
H. & M. adj't mtg., 44-yr. inc., int. as earned	D	Feb. 1, 1957		33,102,000 00
Real estate mortgages, 4½, 4½ and 5%.....	F			1,110,500 00
Equipment obligation ¹¹ 5's.....	E	Mar. 1, 1919		276,000 00
Equipment obligation ¹² 5's.....	E	Oct. 1, 1920		225,000 00
Equipment obligation ¹³ 5's.....	E	Aug. 1, 1921		231,000 00
Total.....	—		27,753,866 34	78,121,233 66
Total.....	—			\$326,772,811 44
BROOKLYN RAPID TRANSIT				
New York Consolidated:				
Sea Beach consolidated mtge., 20-year 4's.....	A	1916		\$650,000 00
Kings Co. El. first mtge., 50-year 4's.....	A	1949		7,000,000 00
Bklyn Union El. first mtge., 51-year 5's.....	A	1950		16,000,000 00
Total.....	—			23,650,000 00
New York Municipal:				
First mtge., 54-year 5's.....	A	Jan. 1, 1966	\$40,000,000 00	60,000,000 00
City of N. Y. — Rapid Transit R. R. bonds:⁴				
Contract 4 — Lines in operation, 4 to 4½%....	C			33,604,963 44
Brooklyn Heights:				
First mortgage, 50-year 5's.....	A	April 1, 1941		250,000 00
Brooklyn City:				
First consolidated mtge., 50-year 5's.....	A	July 1, 1941		6,000,000 00
Refunding mortgage, 50-year 4's.....	A	Aug. 1, 1956		¹⁴ 925,000 00
Total.....	—			6,925,000 00
Brooklyn, Queens Co. & Sub.:				
Jamaica & Bklyn first mtge., 40-year 5's.....	A	Jan., 1930		232,000 00
First mortgage, 47-year 5's.....	A	July, 1941		3,500,000 00
First consolidated mtge., 47-year 5's.....	A	July, 1941	1,616,000 00	2,884,000 00
Total.....	—		1,616,000 00	6,616,000 00
Coney Island & Brooklyn:				
Bklyn City & Newtown cons. mtge., 50-year 5's	A	July 1, 1939		1,993,000 00
First consolidated mtge., 50-year 4's.....	A	July 1, 1948		1,987,000 00
Consolidated mortgage, 50-year 4's.....	A	Jan. 1, 1955	3,875,000 00	2,125,000 00
Real estate mortgage, 17-year 5%.....	F	June 27, 1917		28,500 00
Total.....	—		3,875,000 00	6,133,500 00

NOTE — Changes in outstanding funded debt derivable by comparison with Table XIX, A, for 1915 and not accounted for by the data in the funded debt section of Division F are due chiefly to a change in the basis of the table. They are as follows: (1) Increase in city's bonds, \$2,206,073 75. (2) Certificates of indebtedness of the Brooklyn Rapid Transit roads (amounting to \$30,444,721.15 in 1915) and matured funded debt unpaid held by system companies (amounting to \$3,387,000 — see starred items in Division B), transferred this year to Table XIX, B. (3) Reacquired bonds not included last year: Interborough Rapid Transit, \$355,000; Manhattan Railway, \$6,268.98; Third Avenue, \$500,000; and New York City Interborough, \$87,000. (4) Amount "owing to lessee" by Manhattan Railway, \$180,442.03, included this year but not in 1915. (5) Staten Island Midland improperly reported in 1915 a payment of \$6,500 on account of its equipment trust certificates. This payment was not made until July 1, 1915, and is included in Section F this year. No payment should have been shown in 1915. (6) Bonds of the New York & Harlem were included in 1915, but not in 1916. (See note 5 to Division D of this table.) (7) The following items, included this year in brackets and not entering into the total, were not shown at all in 1915: Matured debt of the Second Avenue, \$89,000; receiver's certificates of the Second Avenue Receiver, \$3,140,000; certificates of indebtedness of the Dry Dock, \$1,100,000; and receiver's certificates of the Dry Dock Receiver, \$480,000.

* The significance of the letters is indicated in the distribution of the grand total at the close of this division.

¹ Entries in this column include amounts not yet outstanding but which have been authorized by mortgage. Unissued securities of companies in hands of receivers and securities authorized to take up outstanding securities are not included.

² Mortgage provides for \$300,000,000 and the Commission has authorized the issue of \$160,957,000 under the mortgage.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 439

TABLE XIX. Securities (capitalization), June 30, 1916: (A) Funded debt — Continued

COMPANY AND DESCRIPTION OF ISSUE	Class of obligation*	Date of maturity	Amount available but not outstanding ¹	Net amount outstanding June 30, 1916 (par value)
BROOKLYN RAPID TRANSIT—Concluded				
Nassau Electric:				
Bklyn. Bath & West End first mtge., 30-year 5's	A	1917	.....	\$250,000 00
Atlantic Ave. R. R. general mtge., 40-year 5's	A	1931	.....	2,241,000 00
Bklyn. Bath & West End gen'l mtge., 40-year 5's	A	1933	.....	120,927 50
Atlantic Ave. R. R. improve't mtge., 40-year 5's	A	1934	.....	220,000 00
Nassau Elect. first mtge., 50-year 5's	A	1944	.....	660,000 00
Nassau Elect. consolidated mtge., 53-year 4's	A	1951	.....	11,508,000 00
Total	—	—	.....	14,999,927 50
South Brooklyn:				
Real estate mortgage, 15-year, 4½%	F	Feb., 1917	.....	150,000 00
Prospect Park & Coney Island:				
Income, 40-year 6's	D	May 1, 1920	.....	250,000 00
First mortgage, 40-year 4½'s and 6's	A	Feb. 1, 1926	.....	500,000 00
Second mortgage, 40-year 4½'s and 6's	A	Mar. 1, 1931	.....	200,000 00
Total	—	—	.....	950,000 00
Total	—	—	.....	\$153,279,410 94
MANHATTAN SURFACE				
New York Railways:				
B'way Surface R. R. 1st mtge., 40-year 5's	A	July 1, 1924	.....	\$1,500,000 00
South Ferry R. R. 1st mtge., 30-year 5's	A	Apr. 1, 1919	.....	350,000 00
Columbus & 9th Ave. R. R. 1st mtge., 100-yr. 5's	A	Aug. 1, 1993	.....	8,000,000 00
Lexington Ave. & Pav. Fy. 1st mtge., 100-yr. 5's	A	Aug. 24, 1993	.....	5,000,000 00
Adjustment mtge., 30-year income 5's	D	Jan. 1, 1942	\$1,066,600 00	30,626,977 31
First real estate & refunding mtge., 30-year 4's	A	Jan. 1, 1942	(¹⁵)	¹⁶ 18,072,197 66
Total	—	—	.....	58,549,174 97
Bleecker Street & Fulton Ferry:				
First mortgage, 50-year 4's	A	Jan. 1, 1950	.....	700,000 00
Broadway & Seventh Avenue:				
First consolidated mtge., 50-year 5's	A	Dec. 1, 1943	.....	¹⁷ 8,150,000 00
Total	—	—	.....	¹⁷ 9,650,000 00
Central Crostown:				
First mortgage, 40-year 6's	A	Nov. 1, 1922	.....	250,000 00
First consolidated mtge., 50-year 4's	A	May 1, 1952	66,600 00	2,473,400 00
Total	—	—	66,600 00	\$,723,400 00
Christopher & 10th Street:				
First mortgage, 20-year 4's	A	Oct. 1, 1918	.....	210,000 00
Eighth Avenue R. R. Co.:				
Certificates of indebtedness, 5-year 6's	C	Feb. 1, 1919	.....	750,000 00
Thirty-fourth Street Crostown:				
First mortgage, 100-year 5's	A	Apr. 1, 1996	.....	¹⁸ 1,000,000 00
Twenty-third Street Railway:				
Improvement and refunding, 50-year 5's	A	Jan. 1, 1962	.....	1,500,000 00
Second Avenue:				
First consolidated mtge., 50-year 5's	A	Feb. 1, 1948	.....	5,631,000 00
Debenture, 20-year 5's	[H]	Jan. 1, 1909	.....	[89,000 00]

¹ Includes \$1,074,000 bonds reacquired.

² For details and for issues on lines under construction, see Division E.

³ Exclusive of Metropolitan Elevated first mortgage 6 per cent bonds due July 1, 1908, of which there were \$2,000 unpaid June 30, 1916.

⁴ Includes \$6,000 bonds reacquired.

⁵ "Retired at will of the company."

⁶ Includes \$388.98 bond scrip reacquired.

⁷ In addition \$12,263.70 is reported as owing to lessee for betterments but is disputed.

⁸ Includes \$683,500 bonds reacquired.

⁹ Payable in semi-annual installments of \$46,000 each, commencing Sep. 1, 1909. Interest is accrued on unpaid balances only.

¹⁰ Payable in semi-annual installments of \$25,000 each, commencing Apr. 1, 1911. Interest is accrued on unpaid balances only.

¹¹ Payable in semi-annual installments of \$21,000 each, commencing Feb. 1, 1912. Interest is accrued on unpaid balances only.

¹² Of this amount, \$200,000 has been issued during the year to take up a like amount of outstanding New Williamsburg & Flatbush bonds which have been called but not yet actually retired.

¹³ There was available under an authorization of the Commission \$1,435,902.34, but authorization for \$1,112,152.34 lapsed. The mortgage specifies no limit.

¹⁴ Includes \$1,013,387.59 bonds reacquired.

¹⁵ In addition \$3,225,123.78 is reported as expended by lessee for betterments, but no liability for repayment is recognized.

¹⁶ In addition \$1,080,808.80 is reported as expended by lessee for betterments, but no liability for repayment is recognized.

TABLE XIX. Securities (capitalization), June 30, 1916: (A) Funded debt — Continued

COMPANY AND DESCRIPTION OF ISSUE	Class of obligation*	Date of maturity	Amount available but not outstanding ¹	Net amount outstanding June 30, 1916 (par value)
MANHATTAN SURFACE—Concluded				
Second Avenue, Receiver:				
Receiver's certificates, 6's.....	[I]	—	—	[\$3,140,000 00]
Third Avenue:				
First mortgage, 50-year 5's.....	A	July 1, 1937	—	5,000,000 00
First refunding, 50-year 4's.....	A	Jan. 1, 1960	\$5,891,500 00	= 21,990,500 00
Adjustment mortgage, 50-year income 5's.....	D	Jan. 1, 1960	—	= 23,536,000 00
Total.....	—	—	5,891,500 00	49,526,500 00
Dry Dock, E. B'way & Battery:				
Certificates of indebtedness, 30-year 5's.....	[H]	1914	—	[1,100,000 00]
General mortgage, 40-year.....	A	Dec. 1, 1932	—	950,000 00
Dry Dock, E. B'way & B., Recr.:				
Receiver's certificates.....	[I]	—	—	[480,000 00]
42d St., Manh. & St. N. Ave.:				
First mortgage, 30-year 5's.....	A	Mar. 1, 1940	—	1,200,000 00
Belt Line:				
First mortgage, 30-year 5's.....	A	Jan. 1, 1943	2,250,000 00	1,750,000 00
Total.....	—	—	—	\$132,640,074 97
BRONX SURFACE				
N. Y. City Interborough:				
First mortgage, 23-yr. sinking fund 4's.....	A	May 1, 1928	\$2,836,000 00	= \$2,164,000 00
Southern Boulevard:				
First mortgage, 50-year 5's.....	A	July 1, 1945	—	250,000 00
Union:				
First mortgage, 50-year 5's.....	A	Aug. 1, 1942	—	2,000,000 00
Westchester Electric:				
First mortgage, 50-year 5's.....	A	July 1, 1943	—	500,000 00
Total.....	—	—	\$2,836,000 00	\$4,914,000 00
QUEENS SURFACE				
New York & Queens County:				
Stinway Ry. Co., 30-year 6's.....	A	July 1, 1922	—	\$1,500,000 00
Newtown Ry. Co., 30-year 5's.....	A	Dec. 1, 1924	—	150,000 00
Flushing & College Point Ry., 30-year 5's.....	A	Apr. 30, 1925	—	50,000 00
N. Y. & Queens Co. consol. mtgs., 50-year 4's..	A	June 29, 1946	—	1,300,000 00
N. Y. & Queens Co. refunding, 30-year 4's.....	A	Nov. 1, 1936	= \$4,748,172 72	(=)
Total.....	—	—	4,748,172 72	3,000,000 00

* The significance of the letters is indicated in the distribution of the grand total at the close of this division.

¹ Entries in this column include amounts not yet outstanding but which have been authorized by mortgage. Unissued securities of companies in hands of receivers and securities authorized to take up outstanding securities are not included.

²⁰ Includes \$2,520,500 bonds reacquired.

²¹ Includes \$248,000 bonds reacquired.

²² Includes \$87,000 bonds reacquired.

²³ Mortgage authorizes \$10,000,000, of which \$3,165,000 is reserved to take up bonds of underlying companies and \$2,086,827.28 has been issued by the company as collateral security for loans, the proceeds of which have been expended for additional construction and equipment.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 441

TABLE XII. Securities (capitalization), June 30, 1916: (A) Funded debt — Concluded

COMPANY AND DESCRIPTION OF ISSUE	Class of obligation ^a	Date of maturity	Amount available but not outstanding ¹	Net amount outstanding June 30, 1916 (per value)
QUEENS SURFACE — Concluded				
Long Island Electric:				
First mortgage, 30-year 5's.....	A	June 1, 1925.....		\$600,000 00
N. Y. & L. I.:				
First mortgage, 40-year 4½'s.....	A	Nov. 1, 1942.....		1,000,000 00
Long Beach Electric:				
First mortgage, 30-year 5's.....	A	Apr. 1, 1918.....		30,000 00
New York & North Shore:				
First mortgage, 40-year 5's.....	B	Apr. 1, 1954.....	\$2,250,000 00	800,000 00
North Shore Traction:				
Receiver's 30-year 5's.....	A	July 1, 1907.....		435,000 00
Total.....	—	—	\$6,948,172 72	\$5,855,000 00
RICHMOND AND OTHER SURFACE				
Richmond Light & R. R.:				
First and collateral trust, 30-yr. 4's.....	A	July 1, 1942.....	\$200,000 00	\$2,200,000 00
Long Island Midland:				
First mortgage, 30-year 5's.....	A	July, 1925.....		1,000,000 00
Equipment trust certificates, 10-year 6's ²	B	Jan. 1, 1925.....		121,500 00
Total.....	—	—		1,121,500 00
New Brunst St. & Erie Basin:				
First mortgage, 30-year 5's.....	A	Oct. 1, 1948.....	44,000 00	31,000 00
Total.....	—	—	\$344,000 00	\$3,352,500 00
Grand total.....	—	—	—	\$9,207,500 00

Of which:		
A Mortgage bonds.....		\$448,000,788 33
B Collateral trust bonds.....		(³)
C Plain bonds, debentures and notes.....		\$5,961,119 19
D Income bonds.....		\$6,514,977 31
E Equipment obligations.....		853,500 00
F Miscellaneous obligations.....		1,483,442 03
Total unmatured funded debt.....		\$9,813,797 35
H Matured funded debt unpaid held by system companies.....		(⁴)
[H] Matured funded debt unpaid held by others than system companies.....		1,189,000 00
[I] Receiver's certificates.....		3,620,000 00

¹ Provided for by the mortgage and used as collateral for demand notes.

² These certificates mature in installments of \$7,000 on each January 1st and \$6,500 on each July 1st until January 1, 1925.

³ Although there are various bonds for which there is collateral security in addition to real estate, there are none whose only security consists of miscellaneous investments placed in trust.

⁴ The excess of \$12,200,000 shown by corresponding total in Table XVI, B, is due to the exclusion of \$12,000,000 N. Y. & Harlem and \$200,000 New Williamsburg & Flatbush bonds. See notes 14 to Div. A and 5 to Div. D.

⁵ See items marked thus * in Division B.

TABLE XIX. Securities (capitalization), June 30, 1916: (B) Unfunded permanent debt (including non-negotiable) owing to system companies

COMPANY AND DESCRIPTION OF DEBT	Creditor company	Amount of debt June 30, 1916	Increase or (D) decrease during the year
BROOKLYN RAPID TRANSIT			
New York Consolidated:			
Certificates of indebtedness, 6's.....	B. R. T. Co.....	\$14,588,138 59	
N. Y. Municipal, bills payable.....	B. R. T. Co.....	692,384 99	\$200,000 00
Brooklyn Heights:			
Certificates of indebtedness, 6's.....	B. R. T. Co.....	4,572,730 01	
Bills payable, 6%.....	B. R. T. Co.....	5,380,476 79	
Total.....		9,953,206 80	
Brooklyn, Queens Co. & Sub.:			
Certificates of indebtedness, 6's.....	B. R. T. Co.....	1,809,848 75	94,208 63
Bills payable, 6 %.....	Transit Development Co.	48,857 18	
Total.....		1,858,705 93	94,208 63
Coney Island & Brooklyn:			
Certificates of indebtedness, 6's.....	B. R. T. Co.....	118,298 46	
De Kalb Avenue & North Beach:			
Construction advances.....	Coney Island & Brooklyn	20,614 93	
Coney Island & Gravesend:			
Certificates of indebtedness, 6's.....	B. R. T. Co.....	2,637,000 00	
Nassau Electric:			
Certificates of indebtedness.....	B. R. T. Co.....	4,536,864 81	34,984 57
South Brooklyn:			
Certificates of indebtedness, 6's.....	B. R. T. Co.....	2,347,943 72	36,909 99
Bills payable, 5%.....	B. R. T. Co.....	375,000 00	35,000 00
Total.....		2,722,943 72	71,909 99
Prospect Park & Coney Island:			
Certificates of indebtedness, 4's.....	L. I. R. R. Co.....	430,500 00	
Total.....		\$37,558,658 23	\$401,103 19
MANHATTAN SURFACE			
Broadway & Seventh Avenue, 5% bonds matured.....	New York Railways.....	*\$1,500,000 00	
Central Crosstown, 3-year matured, 6% notes.....	New York Railways.....	637,408 82	
Twenty-third Street Railway, 6% & 5% bonds matured.....	New York Railways.....	*400,000 00	
Kingsbridge Railway, 4% note.....	Third Avenue.....	2,248,792 70	
Dry Dock, E. B'way & Battery, 4% note.....	Third Avenue.....	1,822,963 70	
Dry Dock, E. B'way & B., Recr., recr's certificates.....	4%—6% Third Avenue ¹	480,000 00	
42d St., Manh. & St. N. Ave.:			
4% note.....	Third Avenue.....	6,391,967 44	
5% note.....	Third Avenue.....	23,185 54	\$23,185 54
42d St., Manh. & St. N. Ave., 6% bonds matured.....	Third Avenue.....	*1,487,000 00	
Total.....		7,902,152 98	23,185 54
Third Avenue Bridge, 5% note.....	Third Avenue.....	92,908 64	
Belt Line, 5% note.....	Third Avenue.....	73,091 53	73,091 53
Total.....		\$15,157,318 37	\$96,277 07
BRONX SURFACE			
N. Y. City Interborough, 5% note.....	Third Avenue.....	\$7,358 29	\$7,358 29
Pelham Park & City Island, 6% notes.....	Third Avenue.....	29,545 31	
Southern Boulevard:			
4% notes.....	Third Avenue.....	72,350 73	
5% notes.....	Third Avenue.....	64,013 97	64,013 97
4% notes.....	Union Ry.....	50,108 01	
Total.....		186,472 71	64,013 97
Union, 4% notes.....	Third Avenue.....	4,715,064 39	
Bronx Traction:			
4% note.....	Union Ry.....	181,638 17	
Construction advances.....	Union Ry.....	394,041 85	D 116,709 78
5% note.....	Third Avenue.....	131,067 61	131,067 61
Total.....		706,747 63	14,297 83

* Matured funded debt unpaid held by system companies is considered as unfunded permanent debt and included in this division of the table.

¹ The Third Avenue shows these as all owned by itself, but the Dry Dock shows \$250,000 as owned by the 42d St., Manh. & St. Nicholas Avenue. Certificates for \$350,000 are at 6%, the balance at 4%.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 443

TABLE XIX. Securities (capitalization), June 30, 1916: (B) Unfunded permanent debt (including non-negotiable) owing to system companies — Concluded

COMPANY AND DESCRIPTION OF DEBT	Creditor company	Amount of debt June 30, 1916	Increase or (D) decrease during the year
BRONX SURFACE — Concluded			
Westchester Electric:			
4% note.....	Third Avenue.....	\$1,307,221 82	
Cash construction advance.....	Third Avenue.....	193,358 33	
5% note.....	Third Avenue.....	153,536 36	\$153,536 36
4% note.....	Union Ry.....	491,402 99	
Total.....		\$1,145,519 50	153,536 36
Total.....		\$7,790,707 83	\$239,206 45
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County: 5% notes.....	Interborough R. T.....	\$2,383,306 73	
Long Island Electric:			
5% note.....	Interborough R. T.....	75,000 00	\$60,000 00
5% note.....	Long Island R. R.....	75,000 00	60,000 00
5% notes.....	N. Y. & L. I. Traction..		D 120,000 00
Total.....		150,000 00	
Ocean Electric:			
Loan, 4%.....	Long Island R. R.....	23,600 00	
Construction advance 4%.....	Long Island R. R.....	183,497 82	14,423 83
Total.....		207,097 82	14,423 83
Total.....		\$2,740,404 55	\$14,423 83
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R., 6% notes.....	Staten Island Midland..	\$27,500 00	\$7,500 00
Bush Terminal, 5% advances.....	Bush Terminal Co.....	306,045 00	
Total.....		\$333,545 00	\$7,500 00
Grand total.....		\$63,580,633 98	\$758,510 54

TABLE XIX. Securities (capitalization), June 30, 1916: (C) Stocks and total capitalization (gross)

COMPANY AND DESCRIPTION OF ISSUE	STOCKS		Total per capitalization (outstanding stock, funded debt and notes to system companies)
	Amount available but not outstanding	Net amount outstanding June 30, 1916	
Interborough Rapid Transit		\$35,000,000 00	\$183,658,000 00
R. T. R. R. (City of N. Y.) Contracts 1, 2 & 3 ¹			54,606,133 75
Manhattan Railway		60,000,000 00	106,337,442 03
Total — I. R. T. operation		95,000,000 00	\$48,651,577 78
Hudson & Manhattan			
Common stock and scrip		39,994,890 00	123,371,183 66
Preferred stock and scrip		5,242,151 25	
Conversion liability ²			
Common and scrip		* 5,000 00	
Preferred and scrip		* 7,848 75	123,371,183 66
Total H. & M. operation		45,246,950 00	
Total		\$140,246,950 00	\$467,032,761 44
BROOKLYN RAPID TRANSIT			
New York Consolidated:			
Common stock	* \$35,100 00	\$13,864,900 00	\$57,138,138 89
Preferred stock	* 10,600 00	4,989,400 00	
voted: ⁴			
stock		* 35,100 00	
stock		* 10,600 00	87,138,138 89
Y. Consolidated operation	45,700 00	18,800,000 00	
of N. Y.) Contract 4 ³	* 300,000 00	300,000 00	60,892,394 99
		300,000 00	33,004,983 44
		100,000 00	10,403,306 80
		12,000,000 00	100,000 00
Sub.		2,000,000 00	18,925,000 00
n		2,983,900 00	10,474,706 93
North Beach		10,000 00	9,235,898 46
nd		850,000 00	30,614 93
Common stock		8,500,000 00	2,987,000 00
Preferred stock		6,500,000 00	
Total — Nassau Elect. operation		15,000,000 00	34,536,792 31
South Brooklyn		500,000 00	84,536,792 31
New York & Coney Island		100,000 00	3,373,943 72
Prospect Park & Coney Island		250,000 00	100,000 00
Prospect Park & South Brooklyn		50,000 00	1,630,500 00
Total	\$345,700 00	\$52,643,900 00	50,000 00

¹ Lines in operation.² The amounts here shown represent respondents' stock held to take up outstanding stock and scrip of constituent companies. Reported by the company as nominally but not actually issued.³ Issuable for like amount and kind of Brooklyn Union Elevated stock not yet converted.⁴ Amounts shown represent stocks outstanding of this constituent company which are convertible into stocks of the New York Consolidated par for par and kind for kind.⁵ Authorized by Board of Directors, \$2,000,000; by Public Service Commission, \$500,000.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 445

TABLE XIX. Securities (capitalization), June 30, 1916: (C) Stocks and total capitalization (gross) — Continued

COMPANY AND DESCRIPTION OF ISSUE	STOCKS		Total per capitalization (outstanding stock, funded debt and notes to system companies)
	Amount available but not outstanding	Net amount outstanding June 30, 1916	
MANHATTAN SUBWAYS			
New York Railways		\$17,496,000 00	34 97
Bleecker Street & Fulton Ferry		900,000 00	00 00
Broadway & Seventh Avenue		2,100,000 00	00 00
Central Cross-town		500,000 00	08 82
Christopher & 10th Streets		660,000 00	00 00
Eighth Avenue R. R.		1,000,000 00	00 00
Fort George & 11th Avenue		2,000,000 00	00 00
42d St. & Grand St. Ferry		748,000 00	00 00
New York & Harlem		2,500,000 00	00 00
Ninth Avenue			00 00
Sixth Avenue		2,000,000 00	00 00
34th Street Cross-town		1,000,000 00	00 00
23d Street Railway		600,000 00	00 00
Second Avenue		1,862,000 00	00 00
Second Avenue, Receiver			00 00
Brooklyn & North River	(*)	100,000 00	00 00
Third Avenue		16,850,000 00	80 00
Kingsbridge		8,600 00	92 70
City Dock, E. B'way & Battery		1,200,000 00	00 00
City Dock, E. B'way & B., Rear			00 00
1st St., Manh. & St. N. Ave.		2,500,000 00	52 98
Third Avenue Bridge		20,000 00	06 64
City Line		734,000 00	91 53
4th Cross-town		150,000 00	00 00
Total		\$56,557,600 00	\$204,355,053 34
BRONX SUBWAYS			
N. Y. City Interborough		\$5,000,000 00	\$7,171,358 29
Ham Park & City Island	\$72,000 00	45,000 00	74,546 81
14th Avenue Boulevard		250,000 00	886,472 71
City Line		2,000,000 00	8,715,064 89
Bronx Traction		88,100 00	784,847 63
Westchester Electric		520,000 00	3,145,519 50
Total	\$72,000 00	\$7,853,100 00	\$20,557,807 83

In addition the company reports \$1,560,355.84 as expended by Metropolitan Street Railway for betterments, but no liability for repayment is recognized by respondent.

The total capital stock, \$10,000,000, of the New York & Harlem is included in Table XIX for 1915 and in Table XVII of this volume, while this table includes only \$2,500,000, estimated to be the amount applicable to the "City Line" portion of the road. See also note 5 to Division D of this table.

* Authorized by articles of incorporation and board of directors, but \$400,000 is unissued.

TABLE XIX. Securities (capitalization), June 30, 1916: (C) Stocks and total capitalization (gross) — Concluded

COMPANY AND DESCRIPTION OF ISSUE	STOCKS		Total per capitalization (outstanding stock, funded debt and notes to system companies)
	Amount available but not outstanding	Net amount outstanding June 30, 1916	
QUEENS SURFACE (EXCL. B. R. T.)			
New York & Queens County.....		\$3,235,000 00	\$8,618,306 73
Long Island Electric.....		600,000 00	1,350,000 00
New York & Long Island:			
Common stock.....		750,000 00	} 2,000,000 00
Preferred stock.....		250,000 00	
Total — N. Y. & L. I. operation.....		1,000,000 00	9,000,000 00
Ocean Electric.....		35,000 00	262,097 82
New York & North Shore.....		979,350 00	1,779,350 00
Manhattan & Queens ⁹	(⁹)	¹⁰ 20,000 00	¹⁰ 20,000 00
South Shore Traction ⁹		600,000 00	1,035,000 00
Total.....		\$6,469,350 00	\$15,064,754 55
RICHMOND AND OTHER SURFACE			
Richmond Light & R. R.	¹¹ \$500 00	\$2,871,750 00	\$5,099,250 00
Staten Island Midland.....		1,000,000 00	2,121,500 00
Southfield Beach.....		250,000 00	250,000 00
Total — Richmond.....	500 00	4,121,750 00	7,470,750 00
Manhattan Bridge 3-Cent Line.....		450,000 00	450,000 00
Bush Terminal.....		20,000 00	326,045 00
Van Brunt St. & Erie Basin.....		200,000 00	231,000 00
Marine.....		50,000 00	50,000 00
Total — Misc. Bklyn.....		720,000 00	1,067,045 00
Total.....	\$500 00	\$4,841,750 00	\$8,527,795 00
Grand total.....	\$418,200 00	⁷ \$268,615,710 00	\$959,010,141 33

⁷ The total capital stock, \$10,000,000, of the New York & Harlem is included in Table XI for 1915 and in Table XVII of this volume, while this table includes only \$2,500,000, estimated to be the amount applicable to the "City Line" portion of the road. See also note 5 to Division D of this table.

⁹ In case 1650 the Commission authorized the Manhattan & Queens to issue \$765,000 of stock, but on subsequent withdrawal of company's application for such authority, the Commission abrogated its order. The charter authorizes \$1,000,000 capital. In order that the property of the South Shore Traction, now held by the Manhattan & Queens, may be duly represented in capitalization, the securities of the South Shore Traction are included in the table.

¹⁰ Represents outstanding receipts for installments paid in on stock subscriptions.

¹¹ In addition \$127,750 is pledged to the estate of H. H. Rogers.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 447

TABLE XIX. Securities (capitalization), June 30, 1916: (D) Net capitalization by systems, including issues of holding companies

SYSTEM AND ISSUING COMPANY	Deductions from gross capitalization for amount held by system companies	Capitalization not system-held ¹
INTERBOROUGH-CONSOLIDATED SYSTEM		
Interborough-Consolidated Corp.....	\$2,547,000 00	\$118,181,635 00
Metropolitan Securities.....	29,392,000 00	608,000 00
Interborough Rapid Transit.....	34,990,800 00	148,667,200 00
New York Railways.....	16,295,245 99	59,748,988 98
Broadway & Seventh Avenue.....	2,900,200 00	8,849,800 00
Central Croastown.....	3,648,708 82	312,100 00
Fort George & Eleventh Avenue.....	3,000,000 00	.....
42d Street & Grand Street Ferry.....	429,347 50	318,652 50
34th Street Croastown.....	1,000,000 00	1,000,000 00
23d Street.....	916,500 00	1,583,500 00
Brooklyn & North River ²	25,000 00	.....
Bridge Operating ³	50,000 00	.....
New York & Queens County.....	6,374,106 73	2,244,200 00
Long Island Electric ⁴	675,000 00	.....
New York & Long Island ⁵	993,000 00	.....
Total.....	\$103,236,909 04	\$341,514,076 48
HUDSON COMPANIES SYSTEM		
Hudson Companies.....	.....	\$22,500,000 00
Hudson & Manhattan.....	\$28,162,452 42	95,208,731 24
Total.....	\$28,162,452 42	\$117,708,731 24
BROOKLYN RAPID TRANSIT SYSTEM		
Brooklyn Rapid Transit Co.....	\$31,203,123 37	\$142,269,209 37
Transit Development Co.....	500,000 00	.....
New York Consolidated.....	32,827,454 61	24,310,683 98
New York Municipal.....	58,627,384 99	2,265,000 00
Brooklyn Heights.....	10,151,906 80	251,300 00
Bridge Operating ³	50,000 00	.....
Brooklyn, Queens Co. & Sub.....	5,907,805 93	4,566,900 00
Coney Island & Brooklyn.....	3,427,298 46	5,808,400 00
De Kalb Avenue & North Beach.....	30,614 93	.....
Coney Island & Gravesend.....	2,987,000 00	.....
Nassau Electric.....	20,591,530 81	13,945,252 50
South Brooklyn.....	3,222,043 72	150,900 00
New York & Coney Island.....	92,000 00	8,000 00
Prospect Park & South Brooklyn.....	49,500 00	500 00
Brooklyn & North River ²	50,000 00	.....
Total.....	\$169,717,672 62	\$193,576,145 85
THIRD AVENUE SYSTEM		
Third Avenue.....	\$2,768,500 00	\$63,348,000 00
Kingsbridge.....	2,257,392 70	.....
Dry Dock, E. B'way & Battery.....	3,020,963 70	952,000 00
Dry Dock, E. B'way & B., Recr.....	490,000 00	.....
42d St., Manh. & St. N. Ave.....	10,373,452 98	1,228,700 00
Third Avenue Bridge.....	112,908 64	.....
Belt Line.....	2,557,091 53	.....
Mid-Croastown.....	150,000 00	.....

¹ Where the holding company is not primarily interested in the street-railway business in the First District, its securities are not shown here, nor are there deducted such companies' holdings of securities of the railway companies. The net amount tabulated for each company is the net in the system (not company) sense and the arrangement by companies here is for tabulating convenience. The deduction and net amount outstanding in the total at the end of each system group are the significant figures.

Capitalization used for holding companies is as follows: Interborough Consolidated Corporation, \$120,728,635 (including 932,626 92/100 shares of common stock without par value, stated at \$5 per share); Metropolitan Securities Co., \$30,000,000; Hudson Companies, \$22,500,000; Brooklyn Rapid Transit Co., \$173,472,332.74; Transit Development Co., \$500,000.

² Jointly controlled by the Interborough Rapid Transit and the Long Island Consolidated Electric companies. The former company's share is entered under the Interborough-Consolidated system and the latter company's share under miscellaneous companies.

³ Share of joint interest.

TABLE XIX. Securities (capitalization), June 30, 1916: (D) Net capitalization by systems, including issues of holding companies — Concluded

SYSTEM AND ISSUING COMPANY	Deductions from gross capitalization for amount held by system companies	Capitalization not system-held ¹
THIRD AVENUE SYSTEM — Concluded		
N. Y. City Interborough.....	\$6,620,258 29	\$551,100 00
Pelham Park & City Island.....	74,545 81	.....
Southern Boulevard.....	436,172 71	250,300 00
Union.....	6,715,044 39	2,000,000 00
Bronx Traction.....	764,847 63	.....
Westchester Electric.....	2,645,519 50	500,000 00
Brooklyn & North River ²	25,000 00	.....
Total.....	\$39,001,717 38	\$68,830,100 00
RICHMOND LIGHT & R. R. SYSTEM		
Richmond Light & R. R.....	\$27,500 00	\$5,071,750 00
Staten Island Midland.....	.....	2,121,500 00
Southfield Beach.....	127,500 00	122,500 00
Total.....	\$155,000 00	\$7,315,750 00
MISCELLANEOUS COMPANIES		
Rapid Transit R. R., City of New York, Contracts 1, 2 and 3.....	.....	\$54,606,185 75
Manhattan Railway.....	³ \$6,388 98	105,381,053 05
Rapid Transit R. R., City of New York, Contract 4.....	.....	33,604,983 44
Brooklyn City.....	.....	18,925,000 00
Prospect Park & Coney Island.....	⁴ 430,500 00	1,200,000 00
Bleecker St. & Fulton Ferry.....	.....	1,600,000 00
Christopher & 10th Streets.....	.....	867,070 00
Eighth Avenue.....	.....	1,750,000 00
New York & Harlem.....	(⁵)	⁶ 2,500,000 00
Ninth Avenue.....	.....	800,000 00
Sixth Avenue.....	.....	2,000,000 00
Second Avenue.....	.....	7,493,000 00
Long Island Electric ⁷	(⁸)	675,000 00
New York & Long Island ⁹	(⁹)	1,007,000 00
Ocean Electric.....	¹⁰ 207,097 82	55,000 00
New York & North Shore.....	.....	1,779,350 00
Manhattan & Queens.....	.....	20,000 00
South Shore Traction.....	.....	1,035,000 00
Manhattan Bridge 3-Cent Line.....	.....	450,000 00
Bush Terminal.....	¹¹ 306,045 00	20,000 00
Van Brunt St. & Erie Basin.....	.....	231,000 00
Marine.....	.....	50,000 00
Total.....	\$950,031 80	\$236,042,522 24
Grand total.....	\$341,223,783 26	\$964,987,325 81

¹ Where the holding company is not primarily interested in the street-railway business in the First District, its securities are not shown here, nor are there deducted such companies' holdings of securities of the railway companies. The net amount tabulated for each company is the net in the system (not company) sense and the arrangement by companies here is for tabulating convenience. The deduction and net amount outstanding in the total at the end of each system group are the significant figures.

Capitalization used for holding companies is as follows: Interborough Consolidated Corporation, \$120,728,635 (including 932,626 $\frac{1}{8}$ shares of common stock without par value, stated at \$5 per share); Metropolitan Securities Co., \$30,000,000; Hudson Companies, \$22,500,000; Brooklyn Rapid Transit Co., \$173,472,332.74; Transit Development Co., \$500,000.

² Held by itself.

³ Certificates of indebtedness owing to and probably not capitalized by the Long Island Railroad.

⁴ Controlled by the New York Central.

⁵ That portion of the stock of this company allotted for the purposes of the Metropolitan reorganization case to the "City Line." The bonds of this company are secured by a mortgage on the steam railroad, the "City Line" portion being excluded.

⁶ Jointly controlled by the Interborough Rapid Transit and the Long Island Consolidated Electric companies. The former company's share is entered under the Interborough-Consolidated system and the latter company's share under miscellaneous companies.

⁷ Represents notes and advances owing to the Long Island R. R. and which are probably not capitalized by that company.

⁸ Represents advances made by the Bush Terminal Co., and which are probably not capitalized by that company.

⁹ Share of joint interest.

TABLE XIX. Securities (capitalization), June 30, 1916: (E) Details of corporate stock and corporate stock notes of the City of New York outstanding and allotted for construction of rapid transit railroads

Contract and issue	Amount authorized ¹	Interest rate	Amount of actual issue (par value) ²	Cash realized ³
Contract No. 1:				
Rapid Transit Railroad bonds.....	\$51,597,310 47	3 3 1/2 3 1/2 4 4 1/2 4 1/2	\$1,500,000 00 1,165,000 00 41,835,000 00 1,493,417 83 2,107,064 23 682,697 20	\$50,815,115 31
Total ⁴	\$51,597,310 47	—	\$49,833,179 26	\$50,815,115 31
Contract No. 2:				
Rapid Transit Railroad bonds.....	\$5,500,906 74	3 1/2 3 1/2 4 4 1/2 4 1/2	\$1,000 00 1,815,000 00 961,400 00 1,378,645 60 1,247,000 14	\$5,458,035 80
Total ⁴	\$5,500,906 74	—	\$5,403,045 74	\$5,458,035 80
Contract No. 3:				
Rapid Transit Railroad bonds.....	\$65,625,888 23	4 4 1/2 4 1/2	\$975,557 35 26,928,468 21 14,162,283 55	\$42,066,209 21
Corporate stock notes.....		—	2,056,682 64	2,056,682 64
Total.....	\$65,625,888 23	—	\$44,122,941 85	\$44,122,941 85
Portion on lines in operation.....	\$89,910 75	—	\$89,910 75	\$89,910 75
Contract No. 4:				
Rapid Transit Railroad bonds.....	\$101,900,686 19	4 4 1/2 4 1/2	\$6,511,513 59 41,215,821 06 18,408,019 01	\$66,445,838 31
Corporate stock notes.....		—	2,815,030 84	2,815,030 84
Total.....	\$101,900,686 19	—	\$69,260,385 40	\$70,260,869 65
Portion on lines in operation.....	\$4,482,018 90	—	\$3,804,983 44	\$3,815,487 09
Total rapid transit construction:				
Rapid Transit Railroad bonds.....	\$234,634,691 63	3 3 1/2 3 1/2 4 4 1/2 4 1/2	\$1,500,000 00 1,165,000 00 43,700,000 00 9,941,888 77 71,630,000 00 34,500,000 00	\$164,785,319 13
Corporate stock notes.....		—	5,871,663 48	5,871,663 48
Grand total.....	\$234,634,691 63	—	\$168,509,552 25	\$170,656,982 61
Portion on lines in operation.....	\$1,964,048 80	—	\$2,811,119 19	\$2,868,549 65

NOTE.—The totals of this division of the table correspond with the figures reported on page 78 of the Financial Summary, Department of Finance of the City of New York, for June 30, 1916. The amount of securities actually issued, as given here, corresponds to the "Corporate Stock and Corporate Stock Note Allotments," given in this Summary, and the cash realized corresponds with the "Total Cash Funds Allotted" after deducting the allotment of receipts derived from sources other than the sale of bonds or notes. On June 30, 1916, certain amounts of corporate stock notes had been issued but the proceeds had not yet been allotted to construction; these notes are therefore not here included. The interest rate of the various issues is shown in Table 32, on page 111. This table, data for which were obtained from the city Comptroller's office, gives all the issues made up to June 30, 1916, by interest rates.

¹ The interest rate is not fixed by the terms of the authorization, and the amount sold at one time may not equal the entire authorization.

² All outstanding June 30, 1916.

³ That is, cash proceeds available for rapid-transit purposes. It appears that since 1912 any premiums received have been turned into general funds. Thus, for all construction on Contract 3, and on Contract 4, excepting the Centre Street Loop and the informal authorization for the Brooklyn Fourth Avenue Line, the cash realized for construction has been equal to the par value of bonds issued. The amounts of premiums, irrespective of the use to which they are put, are shown in text table 32, page 111.

⁴ All on lines in operation, June 30, 1916.

⁵ An item of \$102,000 improperly reported in 1915 as applicable to Contract 4 is here transferred to Contract 3.

TABLE XIX. Securities (capitalization), June 30, 1916: (F) Capitalization effected by securities issued during the year and retirements of capitalization

COMPANY AND ISSUE	Date of authorization by Public Service Commission	Amount of actual issue (par value)	Cash realized on issue	Occasion or purpose for which issued or retired
(A) FUNDED DEBT				
Interborough Rapid Transit: 1st and refunding mtge., 53-year 5's	1913	\$45,000,000	\$42,075,000 00	To provide funds as follows: \$35,657,000 for subway contribution \$3,130,000 for Manhattan third-tracking \$818,000 for Manhattan power-plant improvements \$5,395,000 for elevated extensions
Manhattan Railway: Consolidated mtge., 100-year 4's....	Feb. 28, 1916	1,000,000	.....	To redeem N. Y. El. R. R. debenture bonds due March 1, 1916
N. Y. El. R. R. debenture, 30-year 5's.....	.....	D 1,000,000	.....	Retired
Manhattan Ry. second mtge., 100-year 4's.....	Feb. 3, 1916	4,523,000	3,941,794 50	To pay I. R. T. for all moneys owing to it up to and including June 30, 1913
Consolidated mtge., 100-year 4's....	.....	D 93,000	.....	Reacquired and cancelled
Hudson & Manhattan: 1st lien and refunding mtge., 44-year 5's.....	Sep. 17, 1915	327,000	261,600 00	To reimburse treasury for capital expenditures
1st lien and refunding mtge., 44-year 5's.....	.....	D 13,400	.....	Retired out of proceeds from sale of certain easements in real estate
Real estate mortgage.....	.....	D 5,000	.....	Paid on mortgage
Equipment obligations.....	.....	D 184,000	.....	Obligations matured
New York Municipal: 1st mortgage, 54-year 5's.....	Oct. 22, 1915	20,000,000	19,400,000 00	To provide funds as follows: \$3,457,520 for rapid-transit construction \$7,680,000 for rapid-transit equipment \$4,030,620 for reconstruction of existing railroads \$2,620,000 for elevated third-tracking \$1,611,880 for extensions of existing railroads \$600,000 for discount

TABULATIONS FROM RETURNS OF STREET RAILWAYS 451

TABLE XIX. Securities (capitalization), June 30, 1916: (F) Capitalization effected by securities issued during the year and retirements of capitalization — Concluded

COMPANY AND ISSUE	Date of authorization by Public Service Commission	Amount of actual issue (par value)	Cash realized on issue	Occasion or purpose for which issued or retired
(A) FUNDED DEBT — Concluded				
Brooklyn City: Refunding mtge., 50-year 4's.....	¹ July 12, 1906	\$200,000	.....	To retire outstanding New Williamsburg & Flatbush first mtge. 4½'s
New Williamsburg & Flatbush 1st mtge., 74-year 4½'s.....	.....	D 200,000	.....	Called but not yet retired; will probably be cancelled in 1917
Coney Island & Brooklyn: Real-estate mortgage.....	.....	D 80,000	.....	Matured but not retired
New York Railways: 1st real-estate and refunding mtge., 30-year 4's.....	Nov. 30, 1914	19,000	.....	To acquire capital stock of the 23d St. Ry.
Convertible 4% scrip.....		1,300		
Third Avenue: 1st refunding mtge., 50-year 4's.....	Oct. 8, 1915	2,020,500	1,616,400 00	For purchase of cars, corporate stock and reimbursement for various expenditures
Staten Island Midland: Equipment trust certificates, 6's....	.....	D 13,500	.....	Portion matured
Total — funded debt.....	.....	\$71,501,900	\$67,294,794 50	
(B) STOCK				
New York Consolidated: Common stock.....	.....	\$3,800	.....	For conversion of like amount of B. U. El. R. R. stock
Preferred stock.....	.....	6,800	.....	For conversion of like amount of B. U. El. R. R. stock
Brooklyn Union Elevated: Common stock.....	.....	D 3,800	.....	Retired by issue of like amount of N. Y. Consolidated stock
Preferred stock.....	.....	D 6,800	.....	Retired by issue of like amount of N. Y. Consolidated stock
Total — stock.....	.....	.....	.....
Grand total.....	.....	\$71,501,900	\$67,294,794 50	

NOTE.— Increases or decreases in Brooklyn Rapid Transit certificates of indebtedness and in unfunded system company debt are shown in Division B of this table. Issues during the year of Rapid Transit Railroad bonds are shown in text Table 32, page 111, and the corporate stock notes shown in Division E of this table were all issued during the year ending June 30, 1916.

¹ Authorized by the Board of Railroad Commissioners.

TABLE XX. VOTING POWERS

OPERATING AND LESSOR STREET RAILWAYS	Total number of members	Par value of security conferring one vote	Total number of votes	Total votes cast at last general election	Voting powers not exercised
Interborough Rapid Transit.....	84	\$100	350,000	343,143	6,857
Manhattan Railway.....	3,782	100	* 599,998	418,673	181,325
Hudson & Manhattan.....	92	100	* 452,313	* 437,274	15,039
Total.....	3,958	—	1,402,311	1,199,090	203,221
BROOKLYN RAPID TRANSIT					
New York Consolidated.....	199	\$100	188,532	185,034	3,498
New York Municipal.....	1	100	2,000	1,000	1,000
Brooklyn Heights.....	14	100	2,000	2,000	.....
Bridge Operating.....	2	100	1,000	1,000	.....
Brooklyn City.....	1,378	10	1,200,000	* 718,360	481,640
Brooklyn, Queens Co. & Sub.....	10	100	20,000	20,000	.....
Coney Island & Brooklyn.....	67	100	29,839	27,695	2,144
De Kalb Ave. & North Beach.....	1	100	100	100	.....
Coney Island & Gravesend.....	10	100	3,500	3,500	.....
Nassau Electric.....	29	100	150,000	* 149,069	931
South Brooklyn.....	10	100	5,000	5,000	.....
Prospect Park & Coney Island.....	21	100	2,500	* 1,859	641
New York & Coney Island.....	8	100	1,000	1,000	.....
Prospect Park & South Brooklyn.....	6	100	500	500	.....
Total.....	1,756	—	1,605,971	1,116,117	489,854
MANHATTAN SURFACE					
New York Railways:					
Common stockholders.....	386	\$100	¹⁸ 174,950	156,231	18,719
30-year adj. 5% inc. bonds.....	—	¹⁸ 100	¹⁸ 306,269	153,470	152,799
Bleecker St. & Fulton Ferry.....	¹⁷ 132	100	9,000	3,320	5,680
Broadway & Seventh Ave.....	218	100	21,000	16,245	4,755
Central Cross-town.....	45	100	6,000	4,993	1,007
Christopher & Tenth Streets.....	196	100	6,500	3,428	3,072
Eighth Avenue.....	152	100	10,000	6,987	3,013
Fort George & Eleventh Ave.....	10	100	30,000	30,000	.....
42d St. & Grand St. Ferry.....	90	100	7,480	5,801	1,679
New York & Harlem (city line).....	548	50	200,000	134,005	65,995
Ninth Avenue.....	103	100	8,000	5,341	2,659
Sixth Avenue.....	276	100	20,000	10,664	9,336
34th Street Cross-town.....	11	100	10,000	9,999	1
23d Street.....	34	100	6,000	5,159	841
Second Avenue.....	260	100	18,620	9,699	8,921
Brooklyn & North River.....	5	100	¹⁸ 1,000	¹⁸ 1,000	.....

* So far as reported under a schedule calling for data of stock owned by corporations when such holdings constitute more than ten per cent of respondent's capital stock at the date of the latest closing of the stock book. In some cases votes cast by other than corporate members evidently represent qualifying shares of directors.

¹ Owned by the Interborough Consolidated Corporation.

² Manhattan Railway reports 600,000 shares issued, not accounting for 2 votes.

³ As reported.

⁴ "We are informed that as of June 30, 1916, Hudson Companies held voting trust certificates for 23,076 shares of Hudson & Manhattan preferred stock, and 251,712 shares of Hudson & Manhattan common stock." The voting trust agreement was made Aug. 21, 1913, to expire Aug. 21, 1918.

⁵ Stock on deposit with Central Trust Company of New York as trustee of Brooklyn Rapid Transit first refunding 4 per cent bonds.

⁶ All of the stock is held by the New York Consolidated.

⁷ Brooklyn Rapid Transit owns 50 per cent, and New York Railways, 50 per cent.

⁸ Including fractional share.

⁹ Owned by the Mutual Life Insurance Company of New York.

¹⁰ Owned by the Brooklyn Rapid Transit Company.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 453

AND VOTES CAST, 1916

Voting powers of corporations holding individually more than 10 per cent of total	Combined strength of 7 largest voting powers exercised	OF VOTES CAST BY 7 LARGEST VOTING POWERS, NUMBER REPRESENTING —				Per cent votes cast of total voting powers	OF TOTAL VOTES CAST, PER CENT AS ACCOUNTED FOR CAST —*		
		Voter's holdings	CORPORATE MEMBERS		Others (proxies of individuals)		By 7 largest voting powers exercised	By proxy or as representative of a corporation	By or on behalf of a public service corporation or holding company
			Public service corporations and holding companies*	Other corporations					
¹ 339,108	343,143	405	¹ 339,108	516	3,114	98.04	100.00	99.88	98.82
.....	418,673	432	.....	77,983	340,258	69.78	100.00	99.90	.....
(⁹)	⁴ 437,274	5	⁴ 435,184	.....	2,085	96.68	100.00	100.00	99.52
339,108	1,199,090	842	774,292	78,499	345,457	85.51	100.00	99.93	64.57
⁵ 179,654	185,034	503	⁵ 179,654	2,861	2,016	98.14	100.00	99.73	97.09
⁶ 2,000	1,000	.....	⁶ 1,000	.....	.....	50.00	100.00	100.00	100.00
⁷ 1,987	2,000	2	⁷ 1,987	.....	11	100.00	100.00	99.90	99.35
⁷ 1,000	1,000	.....	⁷ 1,000	.....	.....	100.00	100.00	100.00	100.00
⁸ 123,700	⁸ 718,360	3,200	⁸ 123,700	153,853	⁸ 437,607	59.86	100.00	99.55	17.22
¹⁰ 19,991	20,000	2	¹⁰ 19,991	.....	7	100.00	100.00	99.99	99.96
¹¹ 26,370	27,695	.....	¹¹ 26,370	463	862	92.81	100.00	100.00	95.22
¹² 100	100	.....	¹² 100	.....	.....	100.00	100.00	100.00	100.00
¹³ 3,491	3,500	2	¹³ 3,491	.....	7	100.00	100.00	99.94	99.74
¹⁴ 148,617	¹⁴ 149,089	.....	¹⁴ 148,617	320	132	99.38	100.00	100.00	99.70
¹⁵ 4,991	5,000	2	¹⁵ 4,991	.....	7	100.00	100.00	99.96	99.82
¹⁶ 1,726	¹⁶ 1,859	40	¹⁶ 1,726	¹⁶ 93	.....	74.36	100.00	97.85	92.85
¹⁷ 920	1,000	75	¹⁷ 920	.....	5	100.00	100.00	92.50	92.00
¹⁸ 495	500	.....	¹⁸ 495	.....	5	100.00	100.00	100.00	99.00
515,042	1,116,117	3,826	514,042	157,590	440,659	69.50	100.00	99.66	46.06
¹ 152,701	156,231	123	¹ 152,701	1,786	1,621	89.30	100.00	99.92	97.74
.....	153,470	4,520	.....	128,953	19,997	50.11	100.00	97.05	.....
.....	3,310	518	.....	100	2,692	36.89	99.70	84.10	.....
¹⁹ 13,989	16,245	3	¹⁹ 13,989	40	2,213	77.36	100.00	99.98	86.11
²⁰ 5,028	4,993	.....	²⁰ 4,956	.....	37	83.22	100.00	100.00	99.26
.....	3,428	5	.....	.....	3,423	52.74	100.00	99.85	.....
.....	6,987	19	.....	.....	6,968	69.87	100.00	99.73	.....
²¹ 29,910	30,000	30	²¹ 29,910	.....	60	100.00	100.00	99.90	99.70
²² 3,994	5,801	532	²² 3,994	531	744	77.55	100.00	90.83	68.85
²³ 127,969	134,005	2	²³ 127,769	.....	6,234	67.00	100.00	100.00	95.35
.....	5,341	64	.....	.....	5,277	66.76	100.00	98.80	.....
.....	10,664	414	.....	2,050	8,200	53.32	100.00	96.12	.....
²⁴ 9,891	9,999	2	²⁴ 9,891	100	6	99.99	100.00	99.98	98.92
²⁵ 5,062	5,159	3	²⁵ 5,062	.....	94	85.98	100.00	99.94	98.12
.....	9,699	²⁶ 532	.....	.....	²⁶ 9,167	52.09	100.00	94.51	.....
²⁷ 1,000	1,000	.....	²⁷ 1,000	.....	.....	100.00	100.00	100.00	100.00

¹ Owned by the Coney Island & Gravesend.

² Entire capital stock owned by the Coney Island & Brooklyn.

³ Owned by Long Island Railroad.

⁴ The South Brooklyn owns 820 shares, and the Transit Development, 100.

⁵ Held by the South Brooklyn.

⁶ "Each bondholder shall be entitled to one vote for each \$100 of the principal of the bond held by him." The number given in the company's abstract represents the amount of bonds registered for voting.

⁷ Report of 1915.

⁸ Excluding fractional share.

⁹ Held by Guaranty Trust Company as trustee for the New York Railways.

¹⁰ Held by the Metropolitan Securities Company.

¹¹ Held by New York Central Railroad.

¹² As the charter provides for cumulative voting for the 12 directors, the company reports 12 times these figures.

¹³ The New York Railways owns 25 per cent; Third Avenue, 25 per cent; Coney Island & Brooklyn, 25 per cent; Brooklyn Heights, 12½ per cent, and Nassau Electric, 12½ per cent.

TABLE XX. Voting powers and

OPERATING AND LESSOR STREET RAILWAYS	Total number of members	Par value of security conferring one vote	Total number of votes	Total votes cast at last general election	Voting powers not exercised
MANHATTAN SURFACE — Concluded					
Third Avenue:					
Common stockholders.....	1,928	\$100	165,900	98,508	67,392
Adj. 5 per cent inc. bonds.....	* 70	100	* 225,360	56,160	169,200
Kingsbridge.....	10	100	88	78	8
Dry Dock, E. B'way & B., Recor.....	N. R.	100	12,000	11,979	21
42d St., Manh. & St. N. Ave.....	N. R.	100	* 24,949	24,712	237
Third Avenue Bridge.....	10	100	200	199	1
Belt Line.....	1	100	7,340	7,340	.....
Mid-Croton ²⁰	10	100	1,500	1,499	1
Total.....	—	—	1,272,154	756,817	515,337
BRONX SURFACE					
N. Y. City Interborough.....	82	\$100	50,000	44,168	5,832
Pelham Park & City Island.....	1	100	450	450	.....
Southern Boulevard.....	13	100	2,500	2,482	18
Union.....	10	100	20,000	19,999	1
Bronx Traction.....	10	100	581	574	7
Westchester Electric.....	10	100	5,000	4,999	1
Total.....	126	—	78,531	72,672	5,859
QUEENS SURFACE (EXCL. B. R. T.)					
New York & Queens County.....	34	\$100	32,350	32,127	223
Long Island Electric.....	12	100	6,000	5,995	5
New York & Long Island.....	15	50	20,000	19,985	15
Ocean Electric.....	1	100	350	350	.....
New York & North Shore.....	191	50	19,587	16,994	3,593
Manhattan & Queens ²¹	* 9	100	200	.....	200
Total.....	262	—	78,487	74,451	4,036
RICHMOND AND OTHER SURFACE					
Richmond Light & R. R.....	61	\$100	* 28,717	16,918	11,799
Staten Island Midland.....	10	100	10,000	9,997	3
Southfield Beach.....	18	100	2,500	2,321	179
Total — Richmond.....	89	—	41,217	29,236	11,981
Manhattan Bridge 3-Cent Line.....	117	100	4,500	3,591	909
Bush Terminal.....	10	100	200	197	3
Van Brunt St. & Erie Basin.....	22	10	20,000	11,655	8,345
Marine.....	8	100	500	495	5
Total — Misc. Bklyn.....	157	—	25,200	15,938	9,262
Total.....	246	—	66,417	45,174	21,243
Grand total.....	—	—	* 4,503,871	3,264,321	1,239,550

* See starred note on preceding double page.

²⁰ Number of registered holders, having 57,240 votes, 56,160 of which were exercised at last general election.

²¹ Until the interest on these bonds at 5 per cent, together with accumulations, is paid for five consecutive years, the holders have one vote for each \$100 face value of the bonds, providing they are registered for voting. But only 57,240 votes were so qualified prior to the last general election.

* Third Avenue's 88 outstanding shares are represented by certificates in the names of directors. This railway has also subscription rights to the unissued stock of the company.

²² Held by Central Trust Company of New York as trustee under first refunding mortgage of Third Avenue Railway.

²³ "According to the records of the transfer agent, the total number of shares of stock outstanding is 24,949; the ledger shows 25,000 outstanding."

²⁴ "Stock stands in name of Central Trust Company, trustee, which issues proxies to nominees of Third Avenue Railway."

²⁵ Held by the Third Avenue.

²⁶ All stock owned by the Union Railway.

TABLE XXI. INTERCORPORATE HOLDINGS OF SECURITIES, AND OTHER
railway companies of stocks and obligations-

SYSTEMS AND COMPANIES	PAR VALUE OF INVESTMENTS IN SECURITIES OF OPERATING AND LESSOR STREET-RAILWAY COMPANIES OF THE FIRST DISTRICT		
	Stocks	Bonds	Total
INTERBOROUGH RAPID TRANSIT CONTROL			
Interborough owns:			
Of Interborough Rapid Transit.....		\$1,074,000 00	\$1,074,000 00
Of New York & Queens County.....	\$3,204,800 00	786,000 00	3,990,800 00
Of Rapid Transit Subway Cons. Co.....			
Of Subway Realty Co.....			
Total.....	\$3,204,800 00	1,860,000 00	5,064,800 00
New York & Queens County owns:			
Of associated companies.....			
Total — Interborough R. T. control.....	\$3,204,800 00	\$1,860,000 00	\$5,064,800 00
JOINT CONTROL OF INTERBOROUGH R.T. AND LONG ISLAND CONSOLIDATED ELECTRICAL COMPANIES⁴			
Interborough owns:			
Of Long Island Electric.....	\$300,000 00	\$300,000 00	\$600,000 00
Of New York & Long Island.....	493,000 00	500,000 00	993,000 00
Long Island Electric owns:			
Of associated companies.....			
New York & Long Island owns:			
Of associated companies.....			
Total—Joint control of Interb. and L. I. C. E. Co's	\$793,000 00	\$800,000 00	\$1,593,000 00
HUDSON & MANHATTAN CONTROL			
Hudson & Manhattan owns:			
Hudson & Manhattan ⁷		\$683,500 00	\$683,500 00
Of Tunnel Advertising Company.....			
Total — Hudson & Manhattan control.....		\$683,500 00	\$683,500 00
BROOKLYN RAPID TRANSIT CONTROL			
New York Consolidated owns:			
Of Brooklyn Rapid Transit Company.....			
Of New York Municipal Railway Corporation.....	\$200,000 00		\$200,000 00
Of other associated companies.....			
New York Municipal owns:			
Of associated companies.....			
Brooklyn Heights owns:			
Of Brooklyn Rapid Transit Company.....			
Of Brooklyn, Queens Co. & Sub.....		\$50,000 00	50,000 00
Of other associated companies.....			
Brooklyn, Queens Co. & Suburban owns:			
Of Brooklyn Rapid Transit Company.....			
Of other associated companies.....			
Coney Island & Brooklyn owns:			
Of De Kalb Avenue & North Beach.....	10,000 00		10,000 00
Of Brooklyn Rapid Transit Company.....			
Of other associated companies.....			
Coney Island & Gravesend owns:			
Of Coney Island & Brooklyn.....	2,637,000 00		2,637,000 00
Of Brooklyn Rapid Transit Company.....			
Of other associated companies.....			
Nassau Electric owns:			
Of Brooklyn Rapid Transit Company.....			
Of Sea Beach Railway.....		22,500 00	22,500 00
Of other associated companies.....			

* The separation here made between holdings classed as investments and bills and accounts receivable is as reported by the respondent companies (see also note 2). In case No. 2128 the Brooklyn Rapid Transit Co. reported the ownership in that company by operating and lessor street railways of long-term debt, inclusive of certificates of indebtedness, notes and construction advances, as follows: N. Y. Consolidated, \$4,103,104.09; Nassau Electric, \$2,657,334.46; N. Y. & Coney Island, \$25,000; Prospect Park & South Brooklyn, \$25,000; Coney Island & Gravesend, \$230,000; Coney Island & Brooklyn, \$145,000; Brooklyn Heights, \$2,456,684.82; Brooklyn, Queens Co. & Suburban, \$665,000; total, \$10,307,123.37.

¹ Whether advances are here classed as investments or not depends on the way they are returned by the respondent companies.

² Amounts shown here are taken from the returns of the creditor companies when the proper detailed classification is reported. When this information is not available, the data are taken from

TABULATIONS FROM RETURNS OF STREET RAILWAYS 457

INVESTMENTS, JUNE 30, 1916: (A) Ownership by operating and lessor street- of controlled and associated companies

BOOK VALUE OF INVESTMENT ITEMS PERTAINING TO FIRST DISTRICT OPERATING AND LESSOR STREET RAILWAYS			Book value of holdings in associated companies other than First District operating and lessor street railways	Total book value of holdings in associated companies held as investments	Bills and accounts receivable from associated companies ²	Total book value of holdings in associated companies
Total stocks and bonds	Other (i. e. advances) ¹	Total				
\$1,045,861 00		\$1,045,861 00		\$1,045,861 00		\$1,045,861 00
3,684,795 98		3,684,795 98		3,684,795 98	\$4,206,482 61	7,891,278 59
			\$12,000,000 00	12,000,000 00		12,000,000 00
			3,277,688 55	3,277,688 55		3,277,688 55
4,730,156 98		4,730,156 98	15,277,688 55	20,007,845 53	4,206,482 61	24,214,328 14
					11,133 35	11,133 35
\$4,730,156 98		\$4,730,156 98	\$15,277,688 55	\$20,007,845 53	\$4,217,615 96	\$24,225,461 49
\$613,003 53		\$613,003 53		\$613,003 53	\$77,013 59	\$690,017 12
744,779 61		744,779 61		744,779 61	117 76	744,897 37
					3,878 88	3,878 88
					655 78	655 78
\$1,357,783 14		\$1,357,783 14		\$1,357,783 14	\$81,666 01	\$1,439,449 15
\$546,800 00		\$546,800 00		\$546,800 00		\$546,800 00
			\$1,000 00	1,000 00	\$40,593 27	41,593 27
\$546,800 00		\$546,800 00	\$1,000 00	\$547,800 00	\$40,593 27	\$588,393 27
\$200,038 45		\$200,038 45	\$354,854 09	\$354,854 09	\$3,852,263 65	\$4,207,117 74
				200,038 45	1,590 56	201,629 01
					18,185 09	18,185 09
					48,511 53	48,511 53
50,000 00		50,000 00	\$6,684 82	6,684 82	\$2,507,151 82	2,513,836 64
				50,000 00	7,282 31	57,282 31
					98,188 60	98,188 60
					\$689,767 24	689,767 24
					13,638 13	13,638 13
10,000 00	\$20,114 93	30,114 93		30,114 93	500 00	30,614 93
					\$148,625 00	148,625 00
					4,388 62	4,388 62
2,637,128 42		2,637,128 42		2,637,128 42		2,637,128 42
					\$235,750 00	235,750 00
					1,539 54	1,539 54
22,500 00		22,500 00	\$1,767,334 46	1,767,334 46	\$921,894 07	2,689,228 53
				22,500 00		22,500 00
					16,587 43	16,587 43

the returns of the debtor companies. The column is provided to give a full view of intercorporate obligations, and it is not considered essential that balances on open account resulting from ordinary commercial transactions be entered complete.

² Of this amount, \$1,823,175.88 is reported by the New York & Queens as included in open account, and is presumably included in Accounts receivable by the Interborough.

⁴ For holdings of Long Island Consolidated Electrical companies, see Div. C.

⁵ Of this amount, \$2,013.59 is reported by the Long Island Electric as included in open account and is presumably included in Accounts receivable by the Interborough.

⁶ Reported by the New York & Long Island Traction as an open account, and presumably included in Accounts receivable by the Interborough.

⁷ Holdings in property-amortization and debt-discount-amortization funds not previously included in this table.

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TABLE XXI. Intercompany holdings of securities, and other investments, June 30, 1916: (A)
and associated

SYSTEMS AND COMPANIES		PAR VALUE OF INVESTMENTS IN SECURITIES OF OPERATING AND LESSOR STREET-RAILWAY COMPANIES OF THE FIRST DISTRICT		
		Stocks	Bonds	Total
BROOKLYN RAPID TRANSIT CONTROL — Concluded				
South Brooklyn owns:				
Of New York & Coney Island.....		\$23,000 00		\$23,000 00
Of Prospect Park & South Brooklyn.....		49,500 00		49,500 00
Of other associated companies.....				
New York & Coney Island owns:				
Of Brooklyn Rapid Transit.....				
Of other associated companies.....				
Prospect Park & South Brooklyn owns:				
Of Brooklyn Rapid Transit.....				
Total — Brooklyn Rapid Transit control ¹		\$2,978,500 00	\$73,500 00	\$3,051,000 00
JOINT CONTROL OF BROOKLYN RAPID TRANSIT, NEW YORK RAILWAYS AND THIRD AVENUE				
Brooklyn Heights owns:				
Of Brooklyn & North River.....		\$12,500 00		\$12,500 00
Coney Island & Brooklyn owns:				
Of Brooklyn & North River.....		25,000 00		25,000 00
Nassau Electric owns:				
Of Brooklyn & North River.....		12,500 00		12,500 00
New York Railways owns:				
Of Brooklyn & North River.....		25,000 00		25,000 00
Third Avenue owns:				
Of Brooklyn & North River.....		25,000 00		25,000 00
Brooklyn & North River owns:				
Of Interborough Rapid Transit.....			\$4,000 00	4,000 00
Total joint control of Brooklyn Rapid Transit, New York Railways and Third Avenue....		\$100,000 00	\$4,000 00	\$104,000 00
N. Y. RAILWAYS CONTROL				
New York & Coney Island owns:				
Of Brooklyn Rapid Transit.....		\$807,500 00	\$1,013,387 50	\$1,013,387 50
Of other associated companies.....				807,500 00
L. R. owns:				
Of Brooklyn Rapid Transit.....		300 00		300 00
Of other associated companies.....		10,000 00		10,000 00
Ave. owns:				
Of Brooklyn Rapid Transit.....		1,400,000 00		1,400,000 00
Of other associated companies.....		3,000,000 00		3,000,000 00
Y. owns:				
Of Brooklyn Rapid Transit.....		400,000 00		400,000 00
Of other associated companies.....		900,000 00		900,000 00
Total — N. Y. Railways control ²				
		\$4,342,800 00	\$3,496,787 50	\$7,839,587 50

¹ See these notes on preceding double page.
² Book value of New York & Coney Island and Prospect Park & South Brooklyn stock reported as \$152,093.58. This amount is divided between the two companies for tabulation purposes in the proportion of the par value of capital stock owned.
³ See also joint control of Brooklyn Rapid Transit, New York Rys. and Third Avenue.
⁴ From Brooklyn & North River returns. To the column Other (i. e. advances), has been transferred \$3, which is the Third Avenue's book value of two demand notes.
⁵ Excludes \$2,000 stock of 145th Street Ry. whose corporate existence ceased on Jan. 23, 1912. Also excludes from the par value statement ownership of capital stock of the following defunct corporations: Peoples Traction, \$1,500,000; Fulton Street R.R. \$500,000; 28th & 29th Streets Crosstown, \$1,500,000; Edenwald Street Rys., \$25,000, and Metropolitan Street Ry. (scrip), \$52.73. These stocks, other than 145th Street Ry., together with the following, are returned as having a combined book value of \$2,512.06: Stock of the Broadway & Seventh Avenue, par value \$200, and of the 34th Street Crosstown, par value \$10,000, included in securities of these companies owned by the New York Rys. listed in the table; voting-trust certificate, Interborough-Metropolitan common stock, par value \$20, included in the table, and temporary receipt of Central

TABULATIONS FROM RETURNS OF STREET RAILWAYS 459

Ownership by operating and lessor street-railway companies of stocks and obligations of controlled companies — Continued

BOOK VALUE OF INVESTMENT ITEMS PERTAINING TO FIRST DISTRICT OPERATING AND LESSOR STREET RAILWAYS			Book value of holdings in associated companies other than First District operating and lessor street railways	Total book value of holdings in associated companies held as investments	Bills and accounts receivable from associated companies ²	Total book value of holdings in associated companies
Total stocks and bonds	Other (i. e. advances) ¹	Total				
\$94,841 62		\$94,841 62		\$94,841 62		\$94,841 62
\$57,251 96		57,251 96		57,251 96		57,251 96
					\$11,218 08	11,218 08
					*25,000 00	25,000 00
					964 87	964 87
					*25,000 00	25,000 00
\$3,071,760 45	\$30,114 93	\$3,091,875 38	\$2,128,873 37	\$5,220,748 75	\$3,638,046 54	\$13,848,795 29
\$12,504 50		\$12,504 50		\$12,504 50	\$32,280 94	\$34,785 44
25,000 00		25,000 00		25,000 00	36,225 63	61,225 63
12,504 50		12,504 50		12,504 50	19,266 07	31,770 57
25,000 00		25,000 00		25,000 00	40,897 72	65,897 72
25,000 00	\$3 00	25,003 00		25,003 00	10 48,540 13	73,543 13
3,985 00		3,985 00		3,985 00		3,985 00
\$104,006 00	\$3 00	\$104,006 00		\$104,006 00	\$167,210 49	\$271,216 49
\$793,192 34		\$793,192 34		\$793,192 34		\$793,192 34
1,421,000 00		1,421,000 00		1,421,000 00		1,421,000 00
			\$2,000 00	2,000 00		2,000 00
2,492 08		2,492 08		2,512 08		2,512 08
			20 00			
5,606,624 15	\$1,500,000 00	7,506,624 15		7,506,624 15		7,506,624 15
	(20)					
	400,000 00					
[602,453 80]	[300,000 00]	[602,453 80]		[602,453 80]		[602,453 80]
7,833,308 57	1,900,000 00	9,733,308 57	2,000 00	9,735,328 57		9,735,328 57
8,838 19		8,838 19		8,838 19		8,838 19
\$7,832,146 76	\$1,900,000 00	\$9,732,146 76	\$2,020 00	\$9,734,166 76		\$9,734,166 76

Trust Company, dated Aug. 26, 1898, for \$1,000,000, face value of first mortgage bonds of Wall & Cortlandt Street Ferries R. R.

¹ Estimated; see notes 11 and 14.

² See note 11.

³ Par value of voting-trust certificate.

⁴ Included in "Accounts awaiting distribution" due to reorganization; book value to be assigned later. Book value here entered has been arbitrarily assigned by Bureau of Statistics of this Commission.

⁵ The New York Railways also holds \$637,408.82 matured collateral trust notes of the Central Croastown, book value not reported; omitted from the tabulation.

⁶ Although only \$35,100 stock of the total of \$600,000 is owned by the New York Rys., the remainder is owned mainly by the Metropolitan Securities Company, an associate business company.

⁷ Figures are bracketed and not taken into totals because the Metropolitan Croastown is one of the underlying companies of the New York Rys. which fails to show these bonds as liabilities.

⁸ Returned as the book value of \$600,000 par value of the bonds, the other \$300,000 (matured) being pledged and book value unassigned.

TABLE XXL Intercorporate holdings of securities, and other investments, June 30, 1916: (A)
and associated

SYSTEMS AND COMPANIES	PAR VALUE OF INVESTMENTS IN SECURITIES OF OPERATING AND LESSOR STREET-RAILWAY COMPANIES OF THE FIRST DISTRICT		
	Stocks	Bonds	Total
JOINT CONTROL OF NEW YORK RAILWAYS AND BROOKLYN RAPID TRANSIT CO.¹⁰			
New York Railways owns:			
Of Bridge Operating.....	\$50,000 00		\$50,000 00
NEW YORK CENTRAL CONTROL			
New York & Harlem owns:			
Of New York Central.....			
THIRD AVENUE CONTROL			
Third Avenue owns: ¹¹			
Of Third Avenue.....		\$2,768,500 00	\$2,768,500 00
Of Dry Dock, E. B'way & B., Recr.....	\$1,198,000 00		1,198,000 00
Of 42d St., Manh. & St. N. Ave.....	2,471,300 00		2,471,300 00
Of Mid-Crosstown.....	150,000 00		150,000 00
Of Belt Line.....	734,000 00	1,750,000 00	2,484,000 00
Of New York City Interborough.....	4,445,900 00	2,077,000 00	6,522,900 00
Of Southern Boulevard.....	249,700 00		249,700 00
Of Union Railway.....	2,000,000 00		2,000,000 00
Of Westchester Electric.....	500,000 00		500,000 00
Of Kingsbridge Railway.....	8,600 00		8,600 00
Of Yonkers Railroad.....	(¹²)		
Of N. Y., Westch. & Conn. Traction ¹³			
Of Third Avenue Bridge.....	20,000 00		20,000 00
Of Pelham Park & City Island.....	45,000 00		45,000 00
Of Bronx Traction.....			
Total.....	11,825,400 00	6,528,500 00	18,421,000 00
Dry Dock, E. B'way & Bat., Recr, owns:			
Of Mid-Crosstown.....			
Of Pelham Park & City Island.....			
Of Belt Line.....			
42d St., Manh. & St. N. Ave. owns:			
Of Mid-Crosstown.....			
Of Dry Dock, E. B'way & B., Recr.....			
Belt Line owns:			
Of Third Avenue.....			
New			
gh ¹⁴		\$7,000 00	\$7,000 00
Soul			
Union owns:			
Of Bronx Traction.....	\$8,100 00		\$8,100 00
Of Southern Boulevard.....			
Of Westchester Electric.....			
Of Yonkers Railroad.....			
Of other associated companies.....			
Total.....	\$8,100 00		\$8,100 00
Bronx Traction owns:			
Of Union.....			
Westchester Electric owns:			
Of Third Avenue.....			
Of Pelham Park & City Island.....			
Of N. Y., Westch. & Conn. Traction.....			
Third Avenue Bridge owns:			
Of 42d St., Manh. & St. N. Ave.....			
Total — Third Avenue control ¹⁵	\$11,853,400 00	\$6,682,500 00	\$18,545,100 00

¹⁰ See these notes on first page of this table.¹¹ See also joint control of Brooklyn Rapid Transit, New York Railways and Third Avenue.¹² For ownership by Brooklyn Rapid Transit Co., see Div. C.¹³ Holdings in depreciation fund and "investment-fund securities," not previously included in this table.¹⁴ The reduction of \$174,808.89 in the book value is due to crediting to cost the amount realized on the claim of the Belt Line against the Metropolitan Ry. receivers.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 461

Ownership by operating and lesser street-railway companies of stocks and obligations of controlled companies — Continued

BOOK VALUE OF INVESTMENT ITEMS PERTAINING TO FIRST DISTRICT OPERATING AND LESSOR STREET RAILWAYS			Book value of holdings in associated companies other than First District operating and lesser street railways	Total book value of holdings in associated companies held as investments	Bills and accounts receivable from associated companies ¹	Total book value of holdings in associated companies
Total stocks and bonds	Other (i. e. advances) ²	Total				
\$38,317 11		\$38,317 11		\$38,317 11		\$38,317 11
			\$184,238 14	\$184,238 14		\$184,238 14
\$2,220,897 85		\$2,220,897 85		\$2,2	66	\$2
2,560,525 26	\$2,302,963 70	4,863,488 95		4,8	95	\$199,286 22
1,905,843 04	7,949,399 31	9,916,142 35		9,9	35	270,611 01
432,762 40		432,762 40		4	40	37,782 96
2,548,234 10	75,091 53	2,621,325 63		2,6	63	
1,679,142 51	7,848 29	1,686,990 80		1,6	10	
73,744 35	136,844 70	210,589 05		2	05	
4,884,554 07	4,715,084 39	9,599,638 46		9,5	46	443,375 20
147,227 15	1,460,758 18	1,607,985 33		1,6	33	209,254 12
8,600 00	2,246,792 70	2,255,392 70		2,2	70	
			\$1,700,841 73	1,7	73	571,345 93
			24,948 79		79	
20,000 00	92,906 64	112,906 64		1	64	300 00
11,884 83	29,545 31	41,430 14			14	16,032 17
	131,067 61	131,067 61		1	61	
16,554,415 88	19,147,814 88	35,701,230 01	1,725,790 59	37,4	59	1,748,837 68
						13,508 45
						8,784 00
						133 98
						12,301 77
						36 21
						114,352 79
						23,617 72
						4,062 62
						270 00
60,000 00		60,000 00		60,000 00		60,000 00
						61,189 86
						40 00
						63,709 35
75,728 75	575,690 02	651,408 77		651,408 77		651,408 77
	50,108 01	50,108 01		50,108 01		50,108 01
	491,402 99	491,402 99		491,402 99		491,402 99
			74,640 85	74,640 85		74,640 85
75,728 75	1,117,191 02	1,192,919 77	74,640 85	1,267,560 62		1,342,519 37
						72,822 58
						28,471 72
						828 32
						87,488 25
						14,735 53
\$16,890,144 40	\$20,264,405 38	\$37,154,549 78	\$1,800,431 37	\$38,754,981 15	\$2,538,177 29	\$41,293,158 44

¹ Carried on the books in 14 different lots, three of which contain both stocks and bonds not segregated. The other lots show stock carried at 7 to 10 per cent of par value and bonds at 80 per cent.

² As this is a Second P. S. C. District company, the stock owned, par value \$992,500, is included in the last column of the table.

³ Evidently including what was previously reported as the John Johnston investment.

⁴ Bonds acquired by trustee and held in sinking fund, not hitherto included in this table.

TABLE XXI. Intercorporate holdings of securities, and other investments. June 30, 1916: (A)
and associated

SYSTEMS AND COMPANIES	PAR VALUE OF INVESTMENTS IN SECURITIES OF OPERATING AN LESSOR STREET-RAILWAY COMPANIES OF THE FIRST DISTRICT		
	Stocks	Bonds	Total
RICHMOND LIGHT & R. R. CONTROL²⁷			
Richmond Light & R. R. owns:			
Of Staten Island Midland.....			
Of Southfield Beach.....	\$127,500 00		\$127,500 00
Of New Jersey & Staten Island Ferry Co.....			
Total.....	127,500 00		127,500 00
Staten Island Midland owns:			
Of Richmond Light & R. R.....			
Total — Richmond Light & R. R. control.....	\$127,500 00		\$127,500 00
OTHER CONTROL			
Marine Ry. owns:			
Of associated companies.....			
Manhattan Ry. owns:			
Of Manhattan Ry. ²⁸		\$6,388 98	\$6,388 98
Grand total.....	\$25,480,200 00	\$13,604,676 57	\$39,084,876 57

¹² See these notes on first page of this table.²⁷ The Richmond Light & Railroad and Staten Island Midland are controlled by the same financial interests and are even practically one road as regards operation and management, but neither company holds any stock of the other.²⁸ Reacquired; not hitherto included in this table. The location of this item among the assets and its book value are not shown. The par value is here taken as the book value.²⁹ The excess of \$8,296,121.98 over the corresponding figure in Table XVII is explained by the inclusion here of the following items, not tabulated as investments in the latter table: (1) \$6,388.98

TABULATIONS FROM RETURNS OF STREET RAILWAYS 463

Ownership by operating and lessor street-railway companies of stocks and obligations of controlled companies — Concluded

BOOK VALUE OF INVESTMENT ITEMS PERTAINING TO FIRST DISTRICT OPERATING AND LESSOR STREET RAILWAYS			Book value of holdings in associated companies other than First District operating and lessor street railways	Total book value of holdings in associated companies held as investments	Bills and accounts receivable from associated companies ²	Total book value of holdings in associated companies
Total stocks and bonds	Other (i. e. advances) ¹	Total				
					\$40,831 83	\$40,831 83
\$127,500 00		\$127,500 00		\$127,500 00	843 07	128,343 07
127,500 00		127,500 00	\$175,000 00	175,000 00	1,549 39	176,549 39
			175,000 00	302,500 00	45,224 29	345,724 29
					27,500 00	27,500 00
\$127,500 00		\$127,500 00	\$175,000 00	\$302,500 00	\$70,724 29	\$373,224 29
			\$5,483 50	\$5,483 50		\$5,483 50
\$6,388 98		\$6,388 98		\$6,388 98		\$6,388 98
\$34,505,000 82	\$22,184,523 31	\$56,689,524 13	\$19,574,734 93	\$76,264,259 06	\$15,744,033 85	\$92,008,292 91

of Manhattan Ry. Co. reacquired bonds not identifiable on the assets side of the balance sheet; (2) items (book value) of New York Rys., which are carried in Table XVII, according to respondent's classification, under accounts awaiting distribution, as follows: securities taken over under the reorganization plan, here estimated at \$7,456,624.15; bonds of the 23d Street Ry., par value \$50,000, received in connection with the settlement of the receiverships of the New York City Ry. and the Metropolitan Street Ry., taken here at par, and the reacquired bonds of the respondent, par value \$1,000,000, here taken as \$783,108.85.

TABLE XXI. Intercompany holdings of securities, and other investments.

OPERATING AND LESSOR STREET RAILWAYS	INVESTMENTS OTHER		
	Stocks (par)	Bonds and mortgages (par)	Insurance participation certificates ¹
Interborough Rapid Transit.....	\$250,000 00	\$1,221,000 00	.....
Hudson & Manhattan.....	\$12,118 18	.....
BROOKLYN RAPID TRANSIT			
New York Consolidated.....	\$28,000 00	\$150,001 08
Brooklyn Heights.....	34,000 00	201,112 83
Brooklyn, Queens Co. & Sub.....	7,000 00	28,901 33
Coney Island & Brooklyn.....	7,000 00	5,330 07
Coney Island & Gravesend.....	5,000 00	5,044 60
Nassau Electric.....	20,500 00	103,119 00
South Brooklyn.....	5,000 00	55,219 32
Total.....	\$106,500 00	\$548,818 23
MANHATTAN AND BRONX SURFACE			
New York Railways ²	\$82,000 00	.....
Brooklyn & North River.....	15,000 00	.....
Third Avenue.....	20,000 00	.....
Dry Dock, E. B'way & B., Recor.....	6,000 00	.....
42d St., Manh. & St. N. Ave.....	6,000 00	.....
Belt Line.....	5,000 00	.....
Mid-Crosstown.....	5,000 00	.....
New York City Interborough.....	60,000 00	.....
Southern Boulevard.....	8,000 00	.....
Union.....	49,000 00	.....
Westchester Electric.....	5,500 00	.....
Total.....	\$261,500 00	.....
OTHER OPERATING ROADS			
New York & Queens County.....	\$30,000 00	.....
Long Island Electric.....	5,000 00	.....
New York & Long Island.....	8,000 00	.....
Ocean Electric.....	7,000 00	.....
New York & North Shore.....	15,000 00	.....
Manhattan & Queens.....	36,250 00	.....
Richmond Light & R. R.....	\$10,000 00	2,000 00	.....
Manhattan Bridge 3-Cent Line.....	10,000 00	.....
Bush Terminal.....	8,000 00	.....
Marine Railway.....
Total.....	\$10,000 00	\$121,250 00	.....
LESSOR COMPANIES			
Brooklyn City Railroad.....	\$36,500 00	.....
23d Street.....
Christopher & Tenth Street.....
Eighth Avenue.....	\$1,700 00	\$105,000 00	.....
Ninth Avenue.....	10,000 00	.....
Manhattan Railway.....	50,000 00	.....
New York & Harlem ³	50,000 00	.....	.....
New York Municipal.....	1,005,000 00	.....
Total.....	\$51,700 00	\$1,206,500 00	.....
Grand total.....	\$311,700 00	\$2,928,868 18	\$548,818 23

¹ These certificates represent interest in a joint-reserve insurance fund.² Excludes \$300,000 stock of the Central Park, North & East River, the property of which company now belongs to the Belt Line.³ A book value of \$7,458,624.15 has been arbitrarily assigned by the Bureau of Statistics of this Commission to those securities taken over at the date of reorganization and under the reorganization plan and still held by this company, and a book value of \$50,000 to the \$50,000 par value of 23d Street Ry. first mortgage bonds received March 22, 1916, in connection with the settlement of the New York City Ry. Co. and Metropolitan Street Ry. Co. receiverships. The book value of other securities, amounting to \$2,365,610.28, has been added.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 465

June 30, 1916: (B) All investments of street-railway companies

TRAN IN ASSOCIATED COMPANIES				Investments in associated companies brought over from Division A (book value)	Total investments (book value)
Real estate	Miscellaneous	Total	Book value of total		
\$2,305,045 81	\$3,776,045 81	\$3,537,255 98	\$21,365,628 67	\$24,902,884 65
.....	\$12,119 18	\$11,500 00	\$547,800 00	\$559,300 00
.....	\$178,091 08	\$178,618 59	\$554,992 54	\$733,511 13
.....	235,112 83	235,877 83	69,189 32	305,067 15
.....	35,901 33	36,058 84	.....	36,058 84
.....	12,330 07	12,487 57	55,123 93	67,611 50
.....	10,044 60	10,157 10	2,637,128 42	2,647,285 52
.....	123,619 00	124,048 38	1,802,338 96	1,926,387 34
.....	60,219 32	60,328 70	152,093 58	212,422 28
.....	\$655,318 23	\$657,577 01	\$5,270,766 75	\$5,928,343 76
.....	\$82,000 00	\$83,588 75	\$9,788,645 68	* \$9,872,234 43
.....	15,000 00	15,423 75	3,985 00	19,408 75
.....	20,000 00	20,000 00	37,452,423 53	37,472,423 53
.....	6,000 00	6,000 00	.....	6,000 00
.....	6,000 00	6,000 00	.....	6,000 00
.....	5,000 00	5,000 00	.....	5,000 00
.....	5,000 00	5,000 00	.....	5,000 00
.....	60,000 00	55,000 00	60,000 00	115,000 00
.....	8,000 00	8,000 00	.....	8,000 00
.....	49,000 00	49,000 00	1,267,560 62	1,316,560 62
.....	5,500 00	5,500 00	.....	5,500 00
.....	\$261,500 00	\$258,512 50	\$48,572,614 83	\$48,831,127 33
.....	\$30,000 00	\$30,675 00	.....	\$30,675 00
.....	5,000 00	5,112 50	.....	5,112 50
.....	8,000 00	8,247 50	.....	8,247 50
.....	7,000 00	7,000 00	.....	7,000 00
.....	15,000 00	13,791 74	.....	13,791 74
.....	36,250 00	35,000 00	.....	35,000 00
.....	12,000 00	12,000 00	\$302,500 00	314,500 00
.....	10,000 00	10,118 75	.....	10,118 75
.....	8,000 00	7,530 50	.....	7,530 50
.....	5,483 50	5,483 50
.....	\$131,250 00	\$129,475 99	\$307,983 50	\$437,459 49
.....	\$36,500 00	\$36,500 00	.....	\$36,500 00
.....	66,700 00	66,700 00	\$8,838 19	8,838 19
\$66,700 00	106,700 00	98,861 52	.....	66,700 00
.....	10,000 00	9,150 00	.....	98,861 52
.....	50,000 00	50,000 00	.....	9,150 00
138,433 64	188,433 64	191,731 53	6,888 98	56,888 98
.....	1,005,000 00	1,005,109 38	184,238 14	375,969 67
.....	1,005,109 38
\$305,133 64	\$1,463,333 64	\$1,458,052 43	\$199,465 31	\$1,657,517 74
\$2,510,179 45	\$6,299,565 86	* \$6,052,373 91	\$76,264,259 06	\$82,316,632 97

* Controlled by the New York Central.

* The difference between this figure and the corresponding figure for investments in other than associated companies in Table XVII is explained by the fact that the latter table classes as investments the fixed capital of the "steam" road of the New York & Harlem (estimated \$17,640,018.40) and of the lighting department of the Richmond Light & Railroad (\$2,283,136.42, less accrued depreciation, \$129,848.91).

TABLE XXI. Intercompany holdings of securities, and other investments, June 30, 1916: (C Ownership by outside controlling or associated companies of stocks and obligations of First District operating and lessor street railways and associated companies; also corresponding data for certain other transportation companies of the First District¹

SYSTEMS AND COMPANIES	PAR VALUE OF —		
	Stocks	Long-term debt ²	Total
STREET RAILWAY SYSTEMS			
INTERBOROUGH CONSOLIDATED CONTROL			
Interborough Consolidated Corporation owns:			
Of Interborough Consolidated Corporation.....		\$2,547,000 00	\$2,547,000 00
Of Metropolitan Securities Co.....	\$29,392,000 00		29,392,000 00
Of New York Transportation Co.....	1,011,970 00		1,011,970 00
New York Transportation Co. owns:			
Of Metropolitan Express Co.....	1,000 00		1,000 00
Of Fifth Avenue Coach Co.....	50,000 00		50,000 00
Total holdings of Interborough Consolidated Corporation and New York Transportation Co. in other than the street railways.....	\$30,454,970 00	\$2,547,000 00	\$33,001,970 00
Interborough Consolidated Corporation owns:			
Of Interborough Rapid Transit Co.....	\$33,912,800 00		\$33,912,800 00
Of New York Railways.....	15,276,558 20	\$5,300 20	15,281,858 40
Of 42d St. & Grand St. Ferry.....	29,347 50		29,347 50
Metropolitan Securities Co. owns:			
Of Central Croastown.....	502,800 00		502,800 00
Total holdings of Interborough Consolidated Corporation and Metropolitan Securities Co. in the street railways....	\$49,721,505 70	\$5,300 20	\$49,726,805 90
HUDSON COMPANIES CONTROL			
Hudson Companies owns:			
Of Greeley Square Realty Co.....	\$2,000,000 00	\$2,877,000 00	\$4,877,000 00
Hudson Companies owns:			
Of Hudson & Manhattan.....	\$27,478,822 50	\$129 92	\$27,478,952 42
BROOKLYN RAPID TRANSIT CONTROL			
Brooklyn Rapid Transit Co. owns:			
Of Brooklyn Rapid Transit Co.....	[884,787 02]	\$20,896,000 00	\$20,896,000 00
Of Transit Development.....	500,000 00	N. R.	500,000 00
Of Broadway Subway & Home Boroughs Car Advertising Co.....	10,000 00	N. R.	10,000 00
Transit Development owns:			
Of American Railway Traffic Co.....	980,000 00	N. R.	980,000 00
Total holdings of B. R. T. Co. and Transit Development in other than the street railways.....	\$1,490,000 00	\$20,896,000 00	\$22,386,000 00

For footnotes see pages 468 and 469.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 467

TABLE XXI. Intercorporate holdings of securities, and other investments, June 30, 1916: (C) Ownership by outside controlling or associated companies of stocks and obligations of First District operating and lessor street railways and associated companies; also corresponding data for certain other transportation companies of the First District ¹— Continued

SYSTEMS AND COMPANIES	PAR VALUE OF —		
	Stocks	Long-term debt ²	Total

STREET RAILWAY SYSTEMS — Continued.			
BROOKLYN RAPID TRANSIT CONTROL — Concl'd			
Brooklyn Rapid Transit Co. owns:			
Of New York Consolidated.....	\$17,965,516 02	\$14,588,138 59	\$32,553,654 61
Of Nassau Electric.....	14,866,775 00	5,697,864 81	20,564,639 81
Of South Brooklyn.....	499,100 00	2,722,943 72	3,222,043 72
Of Coney Island & Gravesend.....	350,000 00	2,637,000 00	2,987,000 00
Of Bridge Operating ³	50,000 00	.....	50,000 00
Of Brooklyn Heights.....	198,700 00	9,953,206 80	10,151,906 80
Of Brooklyn, Queens Co. & Sub.....	1,999,100 00	3,809,848 75	5,808,948 75
Of Coney Island & Brooklyn.....	.....	743,298 46	743,298 46
Of New York Municipal.....	.....	58,427,384 99	58,427,384 99
Transit Development owns:			
Of Nassau Electric.....	26,900 00	.....	26,900 00
Of Coney Island & Brooklyn.....	47,000 00	.....	47,000 00
Of New York Consolidated.....	251,300 00	.....	251,300 00
Of New York & Coney Island.....	10,000 00	.....	10,000 00
Total holdings of B. R. T. Co. and Transit Development in the street railways.....	\$36,264,391 02	\$98,579,686 12	\$134,844,077 14
LONG ISLAND R. R. CONTROL			
Long Island R. R. Co. owns:			
Of New York & Rockaway Beach Railway Co.....	\$972,200 00	\$1,079,666 66	\$2,051,866 66
Of New York, Brooklyn & Manhattan Beach Ry. Co.....	666,600 00	125,000 00	791,600 00
Of Atlantic Avenue Elevated R. R. Co.....	50,000 00	.....	50,000 00
Of Long Island Consolidated Electrical Cos....	25,000 00	(4)	25,000 00
Total holdings of Long Island R. R. Co. in other than the street railways.....	\$1,713,800 00	\$1,204,666 66	\$2,918,466 66
Long Island R. R. Co. owns:			
Of Ocean Electric Railway Co.....	\$35,000 00	\$30,000 00	\$65,000 00
Of Prospect Park & Coney Island R. R. Co....	172,650 00	817,350 00	990,000 00
Total holdings of Long Island R. R. Co. in the street railways.....	\$207,650 00	\$837,350 00	\$1,045,000 00
INTERBOROUGH RAPID TRANSIT ¹—L. I. CONSOLIDATED ELECTRICAL COS. JOINT CONTROL			
Long Island Consolidated Electrical Cos. owns:			
Of Long Island Electric.....	\$300,000 00	\$300,000 00	\$600,000 00
Of New York & Long Island.....	493,000 00	500,000 00	993,000 00
Total holdings of Long Island Consolidated Electrical Cos. in the street railways.....	\$793,000 00	\$800,000 00	\$1,593,000 00

For footnotes see pages 468 and 469.

TABLE XXI. Intercompany holdings of securities, and other investments, June 30, 1916: (C)
Ownership by outside controlling or associated companies of stocks and obligations of First District operating and lessor street railways and associated companies; also corresponding data for certain other transportation companies of the First District ¹—Continued

SYSTEMS AND COMPANIES	PAR VALUE OF —		
	Stocks	Long-term debt ²	Total
STREET RAILWAY SYSTEMS — <i>Concluded.</i>			
OTHER CONTROL			
The Manhattan Beach Co. owns:			
Of Marine Railway.....	\$50,000 00	⁶ \$5,483 50	\$55,483 50
Charles A. Frueauff owns:			
Of Manhattan & Queens.....	19,200 00	.....	19,200 00
Bush Terminal Co. owns:			
Of Bush Terminal R. R.....	20,000 00	⁷ 468,659 78	488,659 78
Total holdings of miscellaneous controlling or associated companies in the street railways.....	\$89,200 00	\$474,143 28	\$563,343 28
OTHER FIRST DISTRICT TRANSPORTATION SYSTEMS *			
PENNSYLVANIA R. R. CONTROL			
Pennsylvania R. R. Co. owns:			
Of Pennsylvania Tunnel & Terminal R. R....	\$15,000,000 00	\$89,540,375 53	\$104,540,375 53
Pennsylvania Co. (controlled by Pennsylvania R. R. Co.) owns:			
Of Pennsylvania Tunnel & Terminal R. R....	10,000,000 00	.....	10,000,000 00
Total holdings of Pennsylvania R. R. Co. and Pennsylvania Co. in First District transportation systems other than street rys.....	\$25,000,000 00	\$89,540,375 53	\$114,540,375 53
BALTIMORE & OHIO R. R. CONTROL			
The Baltimore & Ohio R. R. Co. owns:			
Of Staten Island Rapid Transit.....	\$500,000 00	\$3,850,000 00	\$4,350,000 00
Of Staten Island Railway.....	1,049,250 00	15,000 00	1,064,250 00
Total holdings of Baltimore & Ohio R. R. Co. in First District transportation systems other than st. rys.....	\$1,549,250 00	\$3,865,000 00	\$5,414,250 00
OTHER CONTROL			
Havemeyers and Elder, Inc., owns:			
Of Brooklyn Eastern District Terminal.....	\$110,000 00	\$177,390 00	\$287,390 00

¹ With few exceptions, figures here given are taken from annual returns for the year ending June 30, 1916, to the Public Service Commission by operating and lessor companies, and from the returns made to the Commission by controlling companies under order of August 11, 1916 (case No. 2128). Use has also been made of the annual reports of companies to their stockholders, and of data in Moody's and Poor's Manuals. For further information see charts in pocket of cover of this volume. For ownership by operating and lessor street railways in the outside controlling and associated companies, see Div. A.

TABULATIONS FROM RETURNS OF STREET RAILWAYS 469

TABLE XXI. Intercorporate holdings of securities, and other investments, June 30, 1916: (C)
Ownership by outside controlling or associated companies of stocks and obligations of First District operating and lessor street railways and associated companies; also corresponding data for certain other transportation companies of the First District¹—Concluded

SYSTEMS AND COMPANIES	PAR VALUE OF —		
	Stocks	Long-term debt ²	Total
RECAPITULATION			
Holdings in other than the street railways by—			
Interborough Consolidated Corporation and New York Transportation Co.....	\$30,454,970 00	\$2,547,000 00	\$33,001,970 00
Hudson Companies and Hudson & Manhattan Brooklyn Rapid Transit Co. and Transit Development Co.....	2,000,000 00	2,877,000 00	4,877,000 00
Long Island R. R. Co.....	1,490,000 00	20,896,000 00	22,386,000 00
	1,713,800 00	1,204,666 66	2,918,466 66
Total.....	\$35,658,770 00	\$27,524,666 66	\$63,183,436 66
Holdings in the street railways by —			
Interborough Consolidated Corporation and Metropolitan Securities Co.....	\$49,721,505 70	\$5,300 20	\$49,726,805 90
Hudson Companies.....	27,478,822 50	129 92	27,478,952 42
Brooklyn Rapid Transit Co. and Transit Development Co.....	36,264,391 02	98,579,686 12	134,844,077 14
Long Island R. R. Co.....	207,650 00	837,350 00	1,045,000 00
Long Island Consolidated Electrical Cos.....	793,000 00	800,000 00	1,593,000 00
Other controlling or associated companies....	89,200 00	474,143 28	563,343 28
Total.....	\$114,554,569 22	\$100,696,609 52	\$215,251,178 74
Holdings in First District transportation systems other than street railways by —			
Pennsylvania R. R. Co. and Pennsylvania Co.	\$25,000,000 00	\$39,540,375 53	\$114,540,375 53
Baltimore & Ohio R. R. Co.....	1,549,250 00	3,865,000 00	5,414,250 00
Other controlling or associated company.....	110,000 00	177,390 00	287,390 00
Total.....	\$26,659,250 00	\$93,582,765 53	\$120,242,015 53
Grand total, gross.....	\$176,872,589 22	\$221,804,041 71	\$398,676,630 93

¹ Includes funded debt, certificates of indebtedness, notes and construction advances; does not include ordinary open accounts.

² Jointly held with N. Y. Railways Co., see Div. A.

³ It appears that over a million dollars has been advanced to the L. I. Consolidated Electrical Cos. by associated companies, relative to which definite information is not available.

⁴ For holdings of Interborough, see Div. A.

⁵ Five per cent note. The Marine reports as an investment, under "advances to associated companies," an item of \$5,483.50 (See Div. A.)

⁶ Five per cent open account.

⁷ For ownership of Fifth Ave. Coach Co. and certain lessor steam roads, see above.

PART III

ABSTRACTS OF ANNUAL RETURNS

OF

COMMON CARRIERS

FOR THE YEAR ENDED JUNE 30, 1916

ABSTRACTS OF ANNUAL RETURNS OF INCHOATE AND DORMANT COMPANIES

The Atlantic Avenue Elevated Railroad Company

History.—Incorporated April 15, 1890, pursuant to an act of the Legislature, entitled “An act to provide for the construction and operation of a steam railway or railways in the counties of this State,” passed June 18, 1875 [Rapid Transit Act], and the acts amendatory thereof, and supplemental thereto. “This company has not constructed its line.”

Stock Control.—Stock control of respondent is held by the Long Island R. R. Co. through ownership of subscription to capital stock.

Description.—Road is projected to extend from western terminal of Atlantic avenue to city line, Brooklyn, via Atlantic avenue and several branch routes. [For fuller details, see the Commission's Annual Report for the year 1910, Vol. III, p. 442.]

Important Changes during the Year.—None. “Owing to changed conditions and incomplete character of franchise the respondent has not begun operation and no construction work was done during the year.”

BALANCE SHEET			
June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$12,105 67	Cash.....	\$11,854 03	D \$251 64
37,894 33	Expenditures for road and equipment.....	38,145 97	251 64
\$50,000 00	Total.....	\$50,000 00	.....
LIABILITIES SIDE			
\$50,000 00	Subscriptions to common stock.....	\$50,000 00	.....

Expenditures for Road and Equipment.—All expenditures to June 30, 1907, were charged to “Cost of Road.” Expenditures since June 30, 1907: Taxes, \$1,235.59; other expenditures, \$45.60; total, \$1,281.19.

Stocks.—Authorized in 1890, 10,000 shares; amount issued, none; subscription to common stocks 10,000 shares of a par value of \$1,000,000; cash realized thereon, \$50,000.

Directors.—C. L. Addison, A. T. Beiter, A. B. Bierck, Wm. F. Brown, Benjamin Evans, Frank E. Haff, H. B. Hodges, Joseph F. Keany, Ralph Peters, H. M. Smith, P. H. Woodward, Eugene Wright and J. A. McCrea.

Officers.—President, Ralph Peters; Vice-President, C. L. Addison; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock; Assistant Treasurer, John M. Wood.

Main Business Office.—Broad Street Station, Philadelphia, Pa.
Report verified by Ralph Peters, President, September 19, 1916.

Brooklyn, Newtown and Bowery Bay Railroad Company

History.—Incorporated October [10]¹ 1894. The road as projected was to extend from Bowery Bay Beach to Greenpoint and Ridgewood by way of Winfield, Maspeth and Middle Village, a distance of 10½ miles. [A special franchise, granted March 12, 1895, by the highway commissioners of the town of Newtown, provided that construction should commence by July 1, 1895, and operation within two years thereafter. Portions of the road were constructed on Grove street and Collins avenue several years ago.—1914 report.] This company is not controlled by any other company.²

Description.—Sixty feet of double track; standard gauge rail, 60 lbs. per yard; wood cross ties 6 by 8, 2 feet apart; earth ballast.

Important Changes during the Year.—A. C. Combes, Jr., and Clinton Combes, were elected members of the Board of Directors during October, 1915.

¹ [From certificate of incorporation.]
² [Report for 1908 states that the ownership of this stock was then vested in the following individuals: A. C. Combes, 20 shares; M. L. Warrin, 30 shares; C. E. Mundy, 25 shares; Alexander Hance, 10 shares; S. F. Worthington, 13 shares; B. G. Meinikheim, 10 shares; A. D. Hance, 1 share; Adam Wiener, 1 share.]

Balance Sheet as of June 30, 1916.— Assets side: Expenditures for road and equipment, \$11,000 (organisation, \$500; other intangible street railroad capital, \$5,000; right of way, \$5,000; roadway, \$500). Liabilities side: Common stock, \$11,000.

Stocks.— Amount issued, 110 shares; cash realised, \$11,000; amount outstanding, June 30, 1916, \$11,000.

Directors.— A. C. Combes, M. L. Warrin, C. E. Mundy, Alexander Hance, S. F. Worthington, B. G. Meinikheim, A. D. Hance, A. C. Combes, Jr., Clinton Combes.

Officers.— President, Abbott C. Combes, Vice-President, M. L. Warrin; Secretary, C. E. Mundy; Treasurer, S. F. Worthington.

Main Business Office.— 20 Elmhurst avenue, Elmhurst, N. Y.

Report verified by A. C. Combes, President, September 11, 1916.

City Island Motor Bus Company, Incorporated

History.— Incorporated April 27, 1916, under laws of 1854 of New York. Application for franchise rights pending before Board of Estimate and Apportionment of the City of New York. No application for authorisation of capital stock has been made.

Balance Sheet, as of June 30, 1916.— Assets side, cash on hand \$1,000. Liabilities side. Capital stock subscribed, \$1,000.

Officers.— President, Samuel F. Pell; Secretary-Treasurer, Harry E. Booth, General Attorneys, Sayers Brothers.

Directors.— Harry E. Booth, Samuel F. Pell, Wilmot Booth, Cyrus Pell, William Pell, Charles Stringham, Louis Singer, Charles Carman, William Mere.

Main Business Office.— 551 City Island Avenue, City Island, New York City. Report verified by Samuel F. Pell, President, September 11, 1916.

Degnon Terminal Railroad Corporation

History.— This company was "incorporated November 18, 1913. Granted a franchise by Board of Estimate and Apportionment of the City of New York, June 12, 1914. Granted a certificate of convenience and a necessity by the Public Service Commission for the First District January 27, 1914."

Order issued by the Public Service Commission, July 16, 1914, granting application of this company for the approval of the exercise of a franchise for a railroad in the First Ward of the Borough of Queens.

Order issued by the Public Service Commission, July 16, 1914, determining the grade of crossings of this company's railroad on certain streets in the Borough of Queens.

Original franchise from the Board of Estimate and Apportionment, dated June 12, 1914, amended May 14, 1915, extending the time within which the company may operate its railroad by dummy engines to January 1, 1918.

Stock Control.— This company is not controlled by any other corporation.

Description.— Road is projected to extend from Pearson street to Mount street via Nott avenue, Davis street, Anable avenue, Creek street, Orton street, Manly and Mount street, Long Island City, a total distance of 1.36 miles. Surveys completed November 18, 1913. Gauge of track 4 feet 8½ inches, tee rail 90 lbs. per yard. Southern pine ties 6 x 8 x 8½, 2 feet apart. Ballast is cinder, and paved at crossings. Road is expected to be finished and in commercial operation about January 1, 1917.

BALANCE SHEET			
June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$1,000 00	Cash.....	\$1,000 00	.....
10,377 29	Special deposits.....	10,377 29	.....
20,580 44	Expenditures for road and equipment.....	25,232 62	\$4,652 18
<hr/>		<hr/>	
\$31,957 73	Total.....	\$36,609 91	\$4,652 18
<hr/>		<hr/>	
LIABILITIES SIDE			
\$25,660 16	Bills payable.....	\$25,660 16	.....
5,297 57	Other accounts payable.....	9,949 75	\$4,652 18
1,000 00	Subscriptions to capital stock paid in ¹	1,000 00	.....
<hr/>		<hr/>	
\$31,957 73	Total.....	\$36,609 91	\$4,652 18
<hr/>		<hr/>	

¹ [In the certificate of incorporation of this company, 767 shares of stock were subscribed for.]

Expenditures for Road and Equipment.— Organisation, \$1,717.79; franchises, \$19,876.71; other intangible street railroad capital, \$4,138.12; total, \$25,232.62.

Directors.— Michael J. Degnon, Norman G. Degnon, E. Hicks Herriek, Alfred A. Stuart, H. C. Sanford, August Belmont, Jr., E. Mora Davison, Adolph Frank and William P. Schmuck.

Officers.— President and General Manager, A. A. Stuart; Vice-President, August Belmont, Jr.; Secretary, John I. Doherty; Treasurer, Adolph Frank; General Attorney, Parker and Aaron; Chief Engineer, Norman G. Degnon.

Main Business Office.— 30 East 42d street, New York City.

Report verified by A. A. Stuart, President, September 13, 1916.

Far Rockaway Transportation Company, Incorporated¹

History.— Organised June 15, 1914. Motive power intended to be used, gasoline motor. Proposed route is upon streets and avenues in Far Rockaway and Rockaway Beach, Borough of Queens.

BALANCE SHEET			
ASSETS SIDE			
June 30, 1915		June 30, 1916	Increase or (D) decrease
\$4,000 00	Cash.....	\$47 95	D \$3,952 05
.....	Special deposits, City of New York.....	1,000 00	1,000 00
.....	Materials and supplies.....	407 85	407 85
500 00	Omnibuses.....	.....	D 500 00
.....	Franchises.....	500 00	500 00
10,500 00	Organisation.....	10,690 00	190 00
.....	Corporate deficit.....	6,727 19	6,727 19
<hr/>		<hr/>	<hr/>
\$15,000 00	Total.....	\$19,372 99	\$4,372 99
<hr/>		<hr/>	<hr/>
LIABILITIES SIDE			
.....	Bills payable.....	\$2,384 00	\$2,384 00
.....	Accounts payable.....	1,988 99	1,988 99
\$15,000 00	Common stock.....	15,000 00	.....
<hr/>		<hr/>	<hr/>
\$15,000 00	Total.....	\$19,372 99	\$4,372 99
<hr/>		<hr/>	<hr/>

Securities.— Issued June 15, 1914, 150 shares of a par value of \$100 for services and cash; cash realized, \$8,700.

Officers.— President, Joseph Prichard; Secretary and Treasurer, Herman Bose, Jr.

Directors.— Joseph Prichard, Herman Bose, Jr., Gustave Bose.

Main Business Office.— No. 99 Nassau street, New York City, in care of A. and H. Bloch.

Report verified by Herman Bose, Jr., Secretary and Treasurer, January 9, 1917.

Fulton Street Railroad Company²

This company was incorporated on October 29, 1895.

History.— "The North and East River Railway Company, organised under the Laws of the State of New York, chapter 255, Laws of 1884, entitled 'An Act to provide for the construction, extension, maintenance and operation of street surface railroads, etc.' was sold under foreclosure proceedings, and all rights, titles, etc., of said company were purchased by the Fulton Street Railroad Company for 5,000 shares of capital stock (par value \$100), and 500 first mortgage bonds (par value \$1,000), on November 2, 1895."

¹ This company was granted a franchise by the authorities of the City of New York on June 15, 1915. Permission to exercise this franchise was granted by the Commission (case No. 1994), July 27, 1915. From documents on file with the Commission.

The company reported October 4, 1915, that it had begun the operation of three motor omnibuses on August 5, 1915, from Far Rockaway to Rockaway Park, New York.— From letter to Commission dated October 4, 1915.

In a report to the Board of Estimate and Apportionment, under its contract with the City of New York, this company reported, for the period August 5 to September 30, 1915, passengers carried, 43,109; passenger revenue, \$3,765.45; other revenue, \$55; total, \$3,731.45; total expenses, including salaries, \$3,244.82.— From City Record of December 15, 1915.

[Under date of May 21, 1917, the attorneys of this company informed the Commission that the company had forfeited its franchise and had not been in active operation for more than a year.]

² This is an abstract of the report of the corporation. In response to an order requiring the filing of a report, Mr. Gilbert H. Montague, Receiver, submitted a sworn statement in the 1913 annual report as follows: "As shown in former reports, this road has not operated since I was

" On July 15, 1908, in an action begun by the Guaranty Trust Company as trustee, under the mortgage from Fulton Street Railroad Co. to Guaranty Trust Co. as Trustee, dated November 1, 1895, entitled: ' Guaranty Trust Company as Trustee, complainant, against Fulton Street Railroad Company and others defendants,' Gilbert H. Montague was appointed receiver of all the mortgaged property and still continues to act as such receiver."

[The road was operated to and including June 1, 1908, by the New York City Railway Company and its Receiver; since that date it has not been operated.]²

Stock Control.— New York Railways Company through ownership of entire capital stock.³

Important Changes during the Year.— None.

*Balance Sheet as of December 31, 1907.*⁴— Assets side: Cost of road and equipment, \$1,005,920.56. Liabilities side: Due companies and individuals, \$5,920.56; funded debt, \$500,000; capital stock, \$500,000; total, \$1,005,920.56.

Stocks.— Common: Authorized, November, 1895, 5,000 shares of \$100 par value each; amount issued and outstanding, \$500,000, " for purchase of constructed road and equipment."

Funded Debt.— First mortgage bonds authorized, \$500,000; issued November 1, 1895, \$500,000 4 per cent bonds maturing November 1, 1995, " for purchase of constructed road and equipment;" interest accrued or paid during the year, none. Security: " All road, franchises, etc., from Fulton street, East River, to Cortlandt street and Pavonia ferries, North River, with all real estate and personal property owned and thereafter acquired."

Directors.— Frank S. Gannon, R. W. Meade, E. W. Sayre, H. H. Vreeland, D. C. Moorehead, Charles E. Warren, three vacancies.

Officers.— President, H. H. Vreeland; Vice-President (vacancy); Secretary and Treasurer, E. W. Sayre.

Receiver.— Gilbert H. Montague.

Main Business Office.— 165 Broadway, New York City.

Report verified by E. W. Sayre, Secretary and Treasurer, September 27, 1916.

Hillside Transportation Company, Incorporated

History.— Incorporated January 27, 1914, pursuant to chapter 142 Laws of 1854. The City of New York has never granted any permanent franchise and the temporary permit was withdrawn and cancelled in January, 1915.

Capital Stock.— Originally incorporated for \$10,000; this was increased to \$50,000 on March 18, 1914. No stock has as yet been issued.

Officers.— President, John H. Doscher; Vice-President, Henry B. Salisbury; Secretary, Samuel D. Lindsay; Treasurer, B. Aug. Everitt.

Directors.— John H. Doscher, H. B. Salisbury, Samuel B. Lindsay, B. Aug. Everitt, Thomas J. Kiernan, Henry E. Muller, Charles B. Gracy, George C. Damon, Richard C. Sacks.

Report verified by John H. Doscher, September 29, 1916.

appointed receiver in 1908. Except for this franchise and the rails in the street, I have not been able to locate any assets. I have in my possession none of the corporate records or books of account. These, I am informed, are in the possession of E. W. Sayre, secretary of Fulton Street Railroad Company, 165 Broadway, New York City, from whom the information asked for in the preceding questions should be obtained. Such information is not within my knowledge or under my control, and for that reason I cannot answer the preceding questions."

On September 18, 1913, the Commission wrote Mr. Montague as follows: " In order that the Commission may have such information regarding the property as you have in your possession, you are requested to file a copy of each and every report or memorandum that you have submitted to the court from which you received your appointment as receiver." On September 19, 1913, Mr. Montague replied: " Replying to yours of September 18th I have made no reports or memoranda of any kind to the court from which I received my appointment as Receiver."

Notwithstanding the statement with reference to the books of account, Mr. Sayre, in response to a previous request, and with reference to a similar statement of Mr. Montague's, wrote on October 17, 1912: " I desire to say that if he was referring to the books of account of the Company his statement was incorrect as I have no recollection of ever having those books in my possession." The matter was again referred to Mr. Montague, who replied, on November 4, 1912: " I believe both Mr. Sayre and I are correct in our statements. I have no books and corporate records whatsoever; and all that Fulton Street Railroad Company has, I understand, are in Mr. Sayre's possession; but he claims that the only books of account or books relating to operation over the Fulton line that are in existence are included among the books and records of the Metropolitan Street Railway Company and as such are, I am informed, retained by the Metropolitan receivers."

¹ For the history of this company, see the Annual Report of the Public Service Commission for the First District for the year ended December 31, 1908, v. II, pp. 220-225 and v. III, pp. 682-683. This Commission referred the matter of the disused tracks of this company to the Attorney-General of the State of New York in its report on abandoned tracks in the Borough of Manhattan.

² For price paid by New York Railways Co., see Miscellaneous Investments schedule in abstract of that company's report.

³ From the report of respondent for the quarter ended December 31, 1907, the date of the last balance sheet filed.

The Jerome Park Railway Company

History.— Organized by the Commissioners of Rapid Transit in April 16, 1880, pursuant to provisions of chapter 606, Laws of 1875.¹

Stock Control.— This company is not controlled by any other corporation.²

Description.— "All of the tracks of this company have been removed."

Important Changes during the Year.— None.

BALANCE SHEET			
June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$3,781 24	Cash.....	\$3,857 32	\$76 08
641 76	Accounts receivable.....	641 76	.....
164,357 73	Expenditures for road and equipment ³	164,357 73	.....
149,323 37	Corporate deficit.....	157,059 62	7,736 25
<u>\$318,104 10</u>	<u>Total.....</u>	<u>\$325,916 43</u>	<u>\$7,812 33</u>
LIABILITIES SIDE			
\$139,000 00	Interest matured and unpaid.....	\$145,000 00	\$6,000 00
29,104 10	Other accounts payable.....	30,916 43	1,812 33
100,000 00	Matured funded debt.....	100,000 00	.....
50,000 00	Common stock.....	50,000 00	.....
<u>\$318,104 10</u>	<u>Total.....</u>	<u>\$325,916 43</u>	<u>\$7,812 33</u>

Stocks.— Amount authorized, 500 shares of \$100 par value each; par value issued, \$50,000; cash realized, \$4,000; issued for construction, \$46,000; par value of net amount outstanding, \$50,000; no dividends declared or paid during the year.

Funded Debt, Matured.— First mortgage bonds of May 1, 1880, due May 1, 1890; 6 per cent payable May 1 and November 1; authorized and issued, \$100,000 for construction; net amount outstanding, \$100,000; interest accrued for the year, \$6,000 (not paid).

Directors.— J. J. McNearney, D. C. Moorehead, A. C. Wigren, Earl E. Starbard, Charles C. Neighbors, E. W. Sayre, Charles E. Warren, E. B. Lewis, W. A. Anderson.

Officers.— President, D. C. Moorehead; Secretary and Treasurer, E. W. Sayre.

Main Business Office.— 165 Broadway, New York City.

Report verified by E. W. Sayre, Secretary and Treasurer, September 27, 1916.

Manhattan Motor Bus Company, Incorporated¹

History.— Organized May 28, 1913. Motive power, intended to be used, electric motor bus. Route is projected to extend from Eighth avenue and 96th street to Pennsylvania Station via Eighth avenue; Riverside Drive and 77th street to Third avenue and 79th street; Park avenue and 96th street to Pennsylvania Station, via Park avenue, 33d and 34th streets, a distance of about 12 miles. No application for authorization of capital stock has been made.

¹ Road constructed in 1880. Leased to contractor for construction of Jerome Park reservoir 1900–1906, inclusive. Prior to June 30, 1907, all rails on company's right of way were taken up. On July 22, 1907, an agreement was made for the sale of all the real estate, comprising the roadbed formerly used for the operation of road lying within private property between its termini, Jerome Park reservoir and Jerome Park station, to one G. H. Allison, the original grantee and present holder of such contract — date of transfer pending result of litigation relative to title of property — (From Annual Reports, 1907 and 1908.)

² This property was sold by the receiver of the New York City Railway Company at public auction and purchased by Charles T. Adams. (Letter of E. W. Sayre, Secretary, October 17, 1912). In response to a request as to what this "property" included, Mr. Sayre wrote, on July 15, 1913, that it represented the stock, and "did not include either the franchises or the physical assets" of the company. The Metropolitan Securities Company reported Sept. 11, 1916, in Case No. 2, 128, that it held all of this company's stock, having acquired it Dec. 6, 1911.

³ Details not given.

⁴ This corporation was dissolved September 28, 1916.

ABSTRACTS OF RETURNS OF COMMON CARRIERS 477

BALANCE SHEET

ASSETS SIDE

June 30, 1915		June 30, 1916	Increase or (D) decrease
\$1,028 16	Cash.....	\$1,027 76	D \$0 40
471 84	Suspense.....	472 24	40
<hr/>		<hr/>	
\$1,500 00	Total.....	\$1,500 00	.....
<hr/>		<hr/>	

LIABILITIES SIDE

\$1,500 00	Common stock ²	\$1,500 00	.....
<hr/>		<hr/>	

Officers.— President, Oren Root; Secretary and Treasurer, William Coleman.

Directors.— Oren Root, William Coleman, S. D. Rush, R. M. Coleman, M. D. Coleman, H. A. Meeker, E. F. Sheppard, S. D. Palmer.

Main Business Office.— 60 Broadway, New York City.

Report verified by William M. Coleman, Treasurer, September 28, 1916.

The New York Connecting Railroad Company ¹

History.— This company " was organized under the laws of the State of New York, April 21, 1892. It has never been consolidated or merged with any other corporation, or reorganized. Its capitalization was fixed in its certificate of incorporation at \$100,000 preferred stock." In November, 1901, the control of the corporation passed to the Pennsylvania Railroad Company through the purchase of its capital stock and in April, 1902, The New York, New Haven and Hartford Railroad Company became associated with the Pennsylvania Railroad Company in such ownership through the purchase from the latter of one-half of the existing capital stock. Thereafter all expenditures for right of way and construction made by the corporation were financed by advances made by the owning corporations jointly until the company, by an increase of the capital stock sold at par, and the issue of first mortgage bonds referred to hereinafter (guaranteed by the two railroad companies above mentioned) was able to undertake its own financing.

" On February 14, 1907, a certificate of franchise was granted by the Board of Rapid Transit Railroad Commissioners for the City of New York. In the meantime the company had been actively engaged in acquiring, by purchase, its right of way.

" On March 30, 1907, the stockholders executed a certificate of unanimous consent to an authorization of an increase of the capital stock from \$100,000 preferred to \$3,000,000 common stock and such increase was duly approved by the Board of Railroad Commissioners of the State of New York, on May 31, 1907.

" On January 31, 1910, there was filed with the Public Service Commission for the First District the consent of the holders of at least one-half in value of the properties abutting the properties to be crossed by the respondent's railroad. In a few months thereafter active construction work was resumed and has since proceeded.

" In November, 1913, the Public Service Commission for the First District gave its consent to the execution of a first mortgage upon all the property of the respondent to secure an issue of bonds not to exceed in the aggregate the sum of \$30,000,000 par value. The mortgage bears date of May 31, 1913, to the Guaranty Trust Company of New York, Trustee, and matures August 1, 1953. By and with the approval of the said Commission there were issued in November, 1913, first mortgage bonds dated August 1, 1913, bearing interest at the rate of 4½ per cent per annum of the par value of \$11,000,000, the proceeds of the sale of which were used to retire the temporary securities issued for advances on right of way and construction account and to continue construction.

" In April, 1914, the said Commission authorized an additional issue of first mortgage 4½ per cent bonds of the par value of \$5,000,000, and on May 4, 1916, a further issue of \$8,000,000, the proceeds of the sale of which are now being used for expenditures on construction account.

" Under existing laws the respondent is obligated to complete the construction of its railroad and bridges by December 31, 1917."

Stock Control.— Jointly held by the New York, New Haven and Hartford Railroad Company and the Pennsylvania Railroad Company through the ownership by each of 50 per cent of the capital stock.

Description.— Electric road is projected to extend from Port Morris, Borough of the Bronx, to near Tremont street, Borough of Queens, via Randall's and Ward's Islands, Long Island City, Winfield and Fresh Pond Junction, also a spur from Bowery Bay road to Woodside avenue at

¹ Paid in on organization.

² From 1903 to 1912 this company was a lessor corporation by virtue of ownership of 1.33 miles of railroad between Bushwick Junction and Glendale. The property was reconveyed to the lessee and original owner, The Long Island R. R. Co., by deed dated May 20, 1912. Report of 1914.]

Sunnyside yards, 0.92 miles long, a total distance of 10.16 miles, including spurs. Total number of miles of right of way acquired, 10.16; total miles graded to close of year, 1.96; total miles of track, 1.90; first track, 1.30; second track, 0.60. Gauge of track, 4 ft. 8½ in.; weight of rail, 100 lbs. per yard. Red oak, creosoted and yellow pine ties, 8 ft. 6 in. by 7 in. by 8 in.— 16 to each 33 ft.; stone ballast. Road expected to be finished and in commercial operation on April 1st, 1917.

Important Changes during the Year.— First mortgage bonds bearing interest at the rate of 4½ per cent per annum of the par value of \$8,000,000, were issued on May 29, 1916. Cash realized on sale, \$7,640,000.

BALANCE SHEET			
ASSETS SIDE		Increase or (D) decrease	
June 30, 1915		June 30, 1916	
\$35,109 63	Cash.....	\$958,080 35	\$922,970 72
1,208,610 71	Special deposits.....	4,767,601 24	3,558,990 53
338 47	Accounts receivable.....	1,209 21	870 74
2,445,756 85	Material and supplies.....	337,356 44	D 2,108,400 41
14,502,405 14	Expenditures for road and equipment.....	20,391,079 13	5,888,673 99
1,244,124 76	Suspense.....	1,647,444 76	403,320 00
4,511 86	Corporate deficit.....	4,511 86	.....
<hr/>		<hr/>	
\$19,440,857 42	Total.....	\$28,107,282 99	\$8,666,425 57
<hr/>			
LIABILITIES SIDE			
\$2,587 50	Interest matured and unpaid.....	\$5,445 00	\$2,857 50
114 05	Wages unpaid.....	114 05	.....
438,155 87	{ Materials and supplies unpaid for..... Other accounts payable..... }	933,723 94	545,568 07
.....		118,000 00	118,000 00
16,000,000 00	Unmatured interest accrued.....	24,000,000 00	8,000,000 00
3,000,000 00	Funded debt.....	3,000,000 00	.....
.....	Common stock.....	.....	.....
<hr/>		<hr/>	
\$19,440,857 42	Total.....	\$28,107,282 99	\$8,666,425 57
<hr/>			

<i>Expenditures for Road and Equipment</i>		
	Total expenditures to June 30, 1915	Total expenditures to June 30, 1916
Engineering.....	\$611,162 94	\$688,803 61
Right of way and station grounds.....	4,581,871 31	4,615,639 89
Grading.....	795,170 81	933,472 23
Tunnels.....	.....	82,782 59
Bridges, trestles and culverts.....	6,666,276 01	11,184,692 79
Ties.....	7,199 84	7,199 84
Rails.....	9,411 70	9,411 70
Track fastenings and other material.....	4,002 61	4,002 61
Ballast.....	4,415 13	4,415 13
Track laying and surfacing.....	4,300 19	4,655 60
Crossings and signs.....	4,578 33	128,757 45
Station buildings and fixtures.....	6,188 65	6,188 65
Rent of equipment.....	813 40	820 90
Earnings and operating expenses during construction.....	Cr. 62,555 48	Cr. 66,411 12
<hr/>		
Total expenditures — road.....	\$12,632,834 94	\$17,604,431 87
<hr/>		
Law expenses.....	\$84,242 34	\$89,309 17
Stationery and printing.....	2,153 75	2,275 44
Insurance.....	2,165 23	1,476 05
Taxes.....	435,825 24	614,596 85
Interest and commissions.....	1,130,997 43	1,834,508 37
Other expenditures.....	214,186 21	244,481 38
<hr/>		
Total expenditures — general.....	\$1,869,570 20	\$2,786,647 26
<hr/>		
Grand total.....	\$14,502,405 14	\$20,391,079 13
<hr/>		

Stock.—Common: Authorized, issued and outstanding, 30,000 shares of \$100 par value each; total par value of \$3,000,000; cash realized, \$3,000,000; none held by or on behalf of respondent; no dividends declared or paid during the year.

Funded Debt.—Forty-year first mortgage bonds of August 1, 1913; 4½ per cent payable February 1 and August 1; authorized and issued \$24,000,000 for "construction of railroad and bridges;" cash realized, \$22,398,537; net amount outstanding, \$24,000,000; interest actually paid, \$717,142. Trustee under mortgage, Guaranty Trust Company of New York City.

Directors.—W. W. Atterbury, E. G. Buckland, B. Campbell, A. J. County, Geo. D. Dixon, Howard Elliott, Samuel Rea, J. M. Tomlinson, A. R. Whaley, W. H. Myers.

Officers.—President, Samuel Rea; Vice President, Howard Elliott; Assistant to President, A. J. County; Secretary and Treasurer, Frank E. Haff; Registrar of Stock and Bonds, J. W. Marshall; Registrar of Bonds, G. B. Robinson; Assistant Registrars of Bonds, A. P. Thmelsen, J. S. Van Zandt; John A. Barry; General Counsel, Francis I. Gowen; Comptroller, C. M. Bunting; Assistant Comptrollers, E. A. Stockton, J. S. Donaldson; Assistant Auditor of Disbursements, G. B. Rudduck; Counsel, O'Brien, Boardman, Harper and Fox; Chief Engineer East River Bridge Division, G. Lindenthal; Chief Engineer, Southern Division, A. C. Shand; Assistant Chief Engineer, H. C. Boos; Principal Assistant Engineer, C. S. Bissell; Engineer of Bridges, H. R. Leonard; Real Estate Agent, Thos. W. Huhne; Assistant Real Estate Agent, F. A. von Moschisaker.

Main Business Office.—Pennsylvania station, New York City.

Report verified by Frank E. Haff, Secretary-Treasurer, August 16, 1916.

New York Motor Bus Company, Incorporated

History.—Incorporated December 19, 1912. Motive power intended to be used, gasoline, electricity or both. Projected extension of route, from 14th street to 191st street, via various streets and avenues not definitely determined. Application for franchise is pending before Board of Estimate and Apportionment but has not been acted upon. No application for authorisation of capital stock has been made.

BALANCE SHEET			
ASSETS SIDE		LIABILITIES SIDE	
June 30, 1915		June 30, 1916	Increase or (D) decrease
\$76 87	Cash.....	\$8 71	D \$68 16
.....	Accounts receivable.....	303 33	303 33
22,757 42	Expenditures for road and equipment ¹....	.....	D 22,757 42
14 15	Prepayments.....	.....	D 14 15
.....	Special deposit.....	60,000 00	60,000 00
45,141 39	Organization.....	77,487 44	32,346 05
<u>\$67,989 83</u>	<u>Total.....</u>	<u>\$137,799 48</u>	<u>\$69,809 65</u>
LIABILITIES SIDE			
\$7,931 48	Bills payable.....	.....	D \$7,931 48
12,958 35	Other accounts payable.....	\$73,899 48	60,941 13
47,100 00	Common stock ²	63,900 00	16,800 00
<u>\$67,989 83</u>	<u>Total.....</u>	<u>\$137,799 48</u>	<u>\$69,809 65</u>

Officers.—President, Roland R. Conklin; Secretary and Treasurer, Haydock H. Miller.

Directors.—Roland R. Conklin, Harold B. Weaver, Stanley S. Conklin, Haydock H. Miller, H. P. Miller, H. A. Conklin, F. R. Conklin, F. F. Judd, A. J. Besuzzi.

Main Business Office.—1 Wall street, New York City.

Report verified by Roland R. Conklin, President, October 2, 1916.

¹ Two motor buses have been constructed.

² Common stock delivered subject to approval of Public Service Commission and as a receipt for cash received. Each stock certificate bears the endorsement: "This provisional certificate is delivered to the holder thereof subject to the approval of the Public Service Commission, and as an acknowledgment by the company of the receipt of monies advanced by the holder thereof in the amount of the par value of the face thereof."

One Hundred and Forty-Fifth Street Crosstown Railroad Company

History.— "Organized pursuant to chapter 481 of the Laws of 1910 known as the 'Railroad Law' and certificate filed in the office of Secretary of State, February 15, 1912, for the purpose of securing a franchise to operate the railroad in 145th street between Lenox avenue and Broadway, already constructed."

Stock Control.— This company is controlled by the New York Railways Company, through title to securities issued.

Description.— Underground electric road is projected to extend from Lenox avenue to Broadway via 145th street, approximately 0.839 mile.

Important Changes during the Year.— None. "The company has not secured a franchise, and did no construction work within the year."

Balance Sheet as of June 30, 1916.— Assets side: Cash, \$193.42; expenditures for road and equipment, \$2,056.58 (organisation, \$2,043.83; miscellaneous construction expenditures, \$12.75); total, \$2,250. Liabilities side: Accounts payable, \$250; common stock, \$2,000; total, \$2,250.

Stock.— Issued, and outstanding June 30, 1916, 20 shares of a par value of \$100 each, \$2,000; cash realized, \$2,000. No dividends declared or paid during the year.

Funded Debt.— None.

Directors.— H. M. Fisher, E. F. J. Gaynor, Frank Hedley, George Keegan, W. L. Pepperman, D. W. Ross, Phillips A. Clark, Chas. M. Connfelt, Guy E. Tripp.

Officers.— President, Frank Hedley; Vice-President, W. Leon Pepperman; Secretary, H. M. Fisher; Treasurer, J. H. Campbell; General Attorney, J. L. Quackenbush; Auditor, E. F. J. Gaynor; General Counsel, Richard Reid Rogers.

Main Business Office.— 165 Broadway, New York City.

Report verified by Frank Hedley, President, September 29, 1916.

Peoples Five Cent Bus Corporation

History.— Incorporated October 2, 1913. Application for franchise pending before Board of Estimate and Apportionment. No capital stock has been issued. Other accounts payable amounting to \$1,905.76 have been incurred.

Officers.— President, none; Vice Presidents, Henry L. Joyce and John Larkin; Treasurer, Harry B. James.

Directors.— Julian G. Burnett, William B. Randall, Charles Berg, George D. Mackay, Harry B. James, John Larkin, Henry L. Joyce.

Main Business Office.— 30 Church street, New York City.

Report verified by Harry B. James, Treasurer, August 2, 1916.

ABSTRACTS OF ANNUAL RETURNS OF OPERATING AND LESSOR COMPANIES

BELT LINE RAILWAY CORPORATION

History.—Incorporated December 24, 1912, under section 9 of the Stock Corporation Law. [The company succeeded to the property of the Central Park, North and East River Railroad Company, following the foreclosure of the mortgage thereon. The property, rights and franchises were purchased at foreclosure sale by Edward Cornell, who conveyed the same to respondent by deed dated January 21, 1913. Operation by respondent commenced March 22, 1913.]¹

Stockholders and Members.—Stock control was acquired by Third Avenue Ry. Co., Aug. 4, 1913.² All of the outstanding stock (7,340 shares par value \$100) is owned by the Third Avenue Ry. Co., and is deposited with the Central Trust Co. of New York as trustee under the first refunding mortgage. At the last general meeting, January 12, 1916, E. A. Maher cast 7,340 votes in behalf of corporate members.

Important Changes during the Year.—No additional powers or franchises were acquired during the year. Agreement, dated December 16, 1915, with New York Central R. R. Co., with respect to joint use of tracks of the latter company on Fifth avenue and West street, between 30th and Canal street, and construction of crossovers. Crossover installed on West street north of Liberty street, 0.012 mile. Surface car house track, .408 mile, replaced with .432 mile of electric track, in 54th street car house. First and second track, .001 mile each, on Tenth avenue north of 42d street, changed from electric to surface track.

BALANCE SHEET
ASSETS SIDE

June 30, 1915		June 30, 1916	Increase or (D) decrease
\$40,397 65	Cash.....	\$14,929 54	D \$25,468 11
15,220 53	Special deposits.....	13,297 85	D 1,922 68
955 91	Accounts receivable.....	649 48	D 306 43
70 80	Interest and dividends receivable.....	70 75	05
5,000 00	City of New York corporate stock.....	5,000 00	.....
	Fixed capital installed since 1908:		
490,000 00	Street railway land.....	490,000 00	.....
19,987 33	Intangible street railway capital.....	19,987 33	.....
1,998,910 62	Tangible street railway capital.....	2,016,292 81	17,382 19
\$,508,897 95	Total fixed capital — gross.....	\$,526,280 14	17,382 19
136,500 00	Less accrued amortization of capital.....	166,500 00	30,000 00
\$,372,397 95	Total fixed capital — net.....	\$,359,780 14	D 12,617 81
730 42	Construction in process.....	2,268 51	1,538 09
2,191 21	Advances to associated companies.....	141,303 13	139,111 92
12,344 21	Prepayments.....	13,565 64	1,221 43
80,208 46	Unamortized debt discount and expense.	77,291 86	D 2,916 60
\$2,529,517 14	Total.....	\$2,628,156 90	\$98,639 76

LIABILITIES SIDE

\$11,604 92	Taxes accrued.....	\$21,516 05	\$9,911 13
1,007 11	Due associated companies for working advances.....	760 24	D 246 87
14,478 83	Miscellaneous accounts payable.....	7,959 53	D 6,519 30
.....	Interest accrued on unfunded debt.....	2,598 80	2,598 80
3,161 07	Due for wages.....	364 26	D 2,796 81
317 04	Other unfunded debt.....	289 89	D 27 15
1,750,000 00	Mortgage bonds ³	1,750,000 00	.....
.....	Due Third Ave. Ry. Co. for construction advances.....	73,091 53	73,091 53
734,000 00	Common stock.....	734,000 00	.....
14,948 17	Corporate surplus.....	37,576 60	22,628 43
\$2,529,517 14	Total.....	\$2,628,156 90	\$98,639 76

¹ See Documentary History, Annual Report, 1913, Vol. V, pp. 26-28, and chart No. 1. For history of predecessor company, see same volume, pp. 271-9.

² The date given in the report of the Third Ave. Ry. Co. is March, 1913.

³ Guaranteed as to principal and interest by Third Avenue Ry. Co.

482 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Belt Line Railway Corporation

Contingent Liabilities.— Judgment on appeal, \$5,000. For special franchise taxes in dispute see Taxes schedule.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:	Gross value	Same, less depreciation
Real property outside streets and public places.....	\$1,022,467	\$767,527
Real property in streets — tangible.....	1,153,299	606,543
Tangible personal property.....	293,883	253,007
Assessed valuation for 1916 taxes:		Borough of Manhattan
Real property outside streets and public places.....		\$745,000
Real property (tangible and intangible) in streets.....		1,387,000

DETAILS OF ASSETS AND LIABILITIES
Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Organisation.....				\$19,987 33
Street railway land.....				490,000 00
Grading.....	‘ Cr. \$395 31	\$410 58	\$410 58	164,664 19
Ties.....	‘ Cr. 229 45	342 15	342 15	12,328 55
Rails, rail fastenings and joints...	1,878 01	662 68	739 45	138,813 97
Special work.....	3,958 54	100 00	3,250 00	235,657 28
Underground construction.....	6,713 93	16 00	635 61	326,716 28
Track laying and surfacing.....	5,217 84	967 13	2,817 13	96,728 96
Paving.....	2,415 74	1,243 14	1,451 19	238,331 02
Underground conduits.....	764 00			147,945 22
Transmission system.....				4 80
Distribution system.....	1,033 71		136 89	62,115 90
Sub-station buildings.....				637 04
Shops and car houses.....	1,824 45		2 96	290,329 66
Sub-station equipment.....				22,920 56
Revenue cars.....				132,996 20
Electric equipment of cars.....				139,697 10
Other rail equipment.....				5,760 57
Engineering and superintendence.	‘ 245 01			645 51
	\$23,426 47	\$3,741 68	\$9,785 96	\$2,526,280 14

Details of Expenditures for Improvements

Removing existing slot side track, single slot track entrance curve to north, and three surface entrance track; installing double slot track connecting curves to north and south, 54th street car house entrance tracks.....	\$3,500 01
Installation of crossover, 59th street, west of Third avenue.....	7,321 65
Removing one slot crossover and installing straight track, 59th street, west of Lexington avenue.....	850 40
Installation of crossover, West street, north of Liberty street.....	796 73
Removing surface tracks on ground floor and installing slot tracks, 54th street car house.....	14,625 11
Minor projects.....	65 25
Total.....	\$27,168 15

‘ These amounts are reductions of the amounts reported expended for betterments in 1915.
‘ A transfer of \$24.02 has been made by the company from Engineering and Superintendence to Track laying and surfacing to adjust entries made in prior years.

Belt Line Railway Corporation

Equipment Retired during the Year.— Six closed storage battery passenger cars, leased to Pelham Park and City Island Ry. Co.

Miscellaneous Investments.— New York City 4½ per cent 50-year corporate stock, on deposit with State Industrial Commission; par value, actual cost and amount at which carried on books, \$5,000; income accrued during year, \$212.45.

Advances to Associated Companies.— Third Avenue Ry. Co., \$114,352.79; Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., \$22,617.72; Mid-Crosstown Ry. Co., Inc., \$4,062.62; Pelham Park and City Island Ry. Co., Inc., \$270; total, \$141,303.13.

Special deposits.— Interest and taxes, \$12,968.85; with State Industrial Commission, \$329; total, \$13,297.85.

Prepayments.— Taxes, \$12,103.79; insurance, \$1,461.85; total, \$13,565.64.

Unamortized Debt Discount and Expenses.— Unamortized balance, June 30, 1915, \$80,208.46; amount charged to income during year, \$2,916.60; unamortized balance, June 30, 1916, \$77,291.86.*

Securities

Particulars of Stock and Funded Debt	Common stock	First mortgage bonds
Nominal date of issue.....	_____	Jan. 1, 1913
Date of maturity.....	_____	Jan. 1, 1943
Interest, rate and dates.....	_____	5%, Jan., July
Denominations.....	1 share = \$100	\$1,000
Authorized by company.....	\$750,000	4,000,000
By public authority.....	734,000	1,750,000
Actually issued, prior to year.....	734,000	⁷ 1,750,000
Property consideration.....	⁸ 734,000	1,662,500
Discount.....	.....	87,500
Actually outstanding.....	734,000	1,750,000
Interest accrued and dividends declared.....	244,666 66	87,500
Interest charged to income.....	_____	87,500
Interest and dividends paid.....	.....	87,500
Trustees under mortgage.....	_____	Central Trust Co.

Bills and Accounts Owing to Associated Companies.— Third Avenue Ry. Co., demand note, 5 per cent, dated October 15, 1915, \$73,091.53; interest accrued during year, \$2,598 80. Open accounts: Receiver, Dry Dock, East Broadway and Battery R. R. Co., \$133.98; Union Ry. Co. of N. Y. City, \$586.26; New York City Interborough Ry. Co., \$40; total, \$760.24.

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Accrued amortization of capital: Reserve for depreciation, renewals and contingencies; balance, July 1, 1914, \$136,500; credits during year at \$5,000 per month (6 months, to December 31, 1915), \$30,000; balance, June 30, 1916, \$166,500.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue.....	\$776,300 00	\$23,402 29
Other operating revenue.....	23,444 33	13,661 50
Total operating revenue.....	\$799,744 33	\$37,063 79
Operating expenses:		
Maintenance of way and structures.....	\$76,739 46	D \$214 73
Maintenance of equipment.....	38,463 04	D 7,896 05
Depreciation ⁹	30,000 00	D 30,000 00
Power.....	92,418 54	D 2,168 76
Operation of cars.....	223,215 61	D 530 65
Injuries to persons and property.....	44,068 03	D 6,414 45
Other general expenses.....	28,535 62	184 60
Total operating expenses.....	\$533,440 30	D \$47,040 04

* See Securities schedule below for particulars of funded debt, including discounts sustained, etc.

⁷ [Issued under reorganization plan together with \$431,300 stock. For details, see 1913 report.]

⁸ [So reported by company. However the order of the Commission in case No. 1, 1723 provided that 2530 shares should be issued for cash at not less than par and the proceeds applied to specified purposes. See Annual Report, 1913, Vol. I, page 293.]

⁹ So reported by company. For details, see below under *Depreciation*.

Belt Line Railway Corporation

INCOME STATEMENT — *Concluded*

	Net amount for year	Increase or (D) decrease
Taxes accrued.....	\$47,963 82	\$14,771 47
Total revenue deductions.....	\$581,404 12	D \$32,268 57
Operating income.....	\$218,340 21	\$69,332 36
Non-operating income: Interest on bank balance, \$491.39; on deposit with Third Ave. Ry. Co., to pay interest and taxes, \$534.08; on New York City corporate stock, \$212.45.	1,237 92	D 501 01
Gross income applicable to corporate and leased properties..	\$219,578 13	\$68,831 35
Deductions from gross income:		
Hire of equipment.....	37,518 00	2,962 00
Interest on funded debt.....	87,500 00	.....
Other interest deductions.....	2,598 80	2,598 80
Amortisation of debt discount.....	2,916 60	.....
Total income deductions.....	\$130,533 40	\$5,560 80
Net corporate income.....	\$89,044 73	\$63,270 55

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$14,948 17
Balance for year transferred from income.....	89,044 73
Cash received in settlement of suit against Metropolitan Street Ry. and New York Railways Co. by Central Park, North and East River R. R. Co., for breach of lease.....	186,047 98
Received from Forty-second Street, Manhattanville & St. Nicholas Avenue Ry. Co., for housing cars in barn at 54th street and Tenth avenue, from January 1, 1914, to June 30, 1915.....	10,800 00
Received by Third Avenue Ry. Co., for scrap material removed from entrance to car barn at 54th street and Tenth avenue.....	601 47
Minor additions.....	545 97
Total credits.....	\$301,983 32
Dividends declared, January 17, 1916, at the rate of 33½ per cent.	\$244,666 66
Writing off fixed capital:	
Labor cost not included in estimated depreciated value, as of March 22, 1913, of three surface branch-off curves, written off in June, 1915, \$525; estimated depreciated value, as of March 22, 1913, of one 9-inch crossover (slot construction) removed from 59th street, west of Lexington avenue, in May, 1916 (estimated total cost, \$6,000, less \$300 estimated cost of paving and \$1,425 depreciation at 25 per cent), \$4,275; estimated depreciated value, as of March 22, 1913, of surface track replaced with slot track, on ground floor of 54th street car house, \$2,919.68; total.....	7,719 68
Legal services and expenses in connection with suit against Metropolitan Street Railway and New York Railways Co..	11,239 09
Minor deductions.....	786 29
Total deductions.....	264,411 72
Surplus, June 30, 1916.....	\$37,576 60

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Rent of tracks and terminals: Receiver, Second Avenue R. R. Co., rent of 59th street tracks, Second avenue to First avenue, \$750; Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., rent of 59th street tracks, Third avenue to Second avenue, \$1,500; total, \$2,250.

Belt Line Railway Corporation

Rent of land and buildings: Metropolitan Opera Co., rent of 521 W. 53rd street and 540 W. 54th street, \$2,644.33; Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., for housing cars in barn at 54th street and Tenth avenue, \$11,400.

Rent of equipment: Pelham Park and City Island Ry. Co., Inc., 6 revenue cars at \$150 per car per day, June 1 to June 30, 1916, \$270.

Advertising privileges: Proportion of advertising contract made by Third Avenue Ry. Co. with New York City Car Advertising Co., \$6,880.

Operating Expenses.—For details, see Table XIV.

Depreciation.—The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated determination is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. This company has filed no rule with the Commission in compliance with the foregoing requirements. Charges at the rate of \$5,000 per month have been made to an account called "Depreciation," for the six months, July 1 to December 31, 1915.¹⁰

Power Bought.—Purchased from Third Avenue Ry. Co.: A. C., 1,701,389 kw. hrs. at 1 cent per kw. hr., \$17,013.89; D. C., 3,401,055 kw. hrs. at 1.2 cents per kw. hr., \$40,812.63; total, \$57,826.52.

Joint Facilities.—Proportion of maintenance of crossovers, feeders, etc., charged by New York Railways Co., \$2,482.83, charged to operating expenses.

CLASS OF TAX	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land.....	\$9,026 87	\$8,178 71	\$9,026 87	.....
Improvements on land.....	6,017 91	5,452 48	6,017 91	.....
Special franchise.....	22,018 28	18,140 56	11,393 96	¹¹ \$6,698 73
Car license.....	6,250 00	6,250 00	6,250 00	.....
Gross earnings — State.....	7,629 19	7,878 12	7,629 19	.....
Excess dividends — State.....	6,459 20	6,459 20	.....	.....
Income — federal.....	604 75	604 75	604 75	.....
Total.....	\$58,006 20	\$47,963 82	\$40,922 68	¹¹ \$6,698 73

Miscellaneous Rent Deductions.—Hire of Equipment: From Third Avenue Ry. Co., revenue cars, at \$2 per car per day (July 1, 1915, to May 31, 1916, 50 cars; June 1 to June 30, 1916, 52 cars), \$36,720; service cars, at \$1 per car per day (January 1 to May 31, 1916, 4 cars; June 1 to June 30, 1916, 5 cars), \$758; New York City Interborough Ry. Co., one revenue car at \$40 per month, June 1 to June 30, 1916, \$40; total, \$37,518.

¹⁰ [In Table XIV this company's charges for depreciation are entered under Depreciation of Equipment.]

¹¹ Exclusive of accrued interest, \$781.52. This item is for the year 1914, and the assessment on which it is based is in dispute.

Belt Line Railway Corporation
DESCRIPTION OF ROAD AND EQUIPMENT
MILES OF ROAD AND TRACK, JUNE 30, 1916

NAME OF ROAD OR BRANCH	Road	Second track	Sidings, turnouts, etc.	All running track	Increase or (D) decrease ^m
ELECTRICALLY OPERATED SURFACE LINE, UNDERGROUND CONTACT					
<i>Road owned by respondent under title in perpetuity</i>					
*59th street, First avenue to Second avenue ¹²	.140	.135	.012	.287	.....
59th street, First avenue to Second avenue....	.004	.009	.....	.013	.....
59th street, Second avenue to Third avenue....	.130	.....	.....	.130	.....
*59th street, Second avenue to Third avenue ¹²	.....	.130	.....	.130	.....
59th street, Third avenue to Tenth avenue....	1.281	1.281	.036	2.598	.....
*Tenth avenue, 59th street to 54th street ¹²...	.216	.216	.....	.432	.....
Tenth avenue, entrance to car barn.....	.....	.....	.065	.065	.....
Tenth avenue, crossover north of 154th street.	.....	.....	.012	.012	.....
Total underground contact, owned.....	1.771	1.771	.125	3.667	.....
STORAGE BATTERY LINES					
<i>Road owned by respondent under title in perpetuity</i>					
*Tenth avenue, 54th street to 42d street ¹⁴....	.603	.605	.012	1.220	D .002
Tenth avenue, at 54th street.....	.....	.....	.018	.018	.....
Tenth avenue, crossing at 42d street.....	.027	.027	.....	.054	.002
*Tenth avenue, 42d street to 34th street ¹⁵....	.373	.373	.....	.746	.....
Tenth avenue, 34th street to 30th street.....	.227	.225	.012	.464	.....
Tenth avenue, 30th street to 14th street.....	.741	.....	.....	.741	.....
*Tenth avenue, 30th street to 14th street ¹⁶...	.....	.741	.....	.741	.....
*Tenth avenue, 14th street to Little 12th street ¹⁶.....	.183	.183	.020	.386	}
*West street, Little 12th street to Canal street ¹⁶.....	.953	.953	.061	1.967	
West street, Canal street to Battery place....	1.482	1.482	.012	2.976	.012
Battery place, West street to Greenwich street.	.094	.091	.011	.196	.....
*Battery place, Greenwich street to State street ¹⁷.....	.020	.019	.....	.039	.....
Bowling Green, State street to Whitehall street.	.064	.....	.....	.064	.....
Whitehall street, Bowling Green to South street.....	.170	.053	.018	.241	.....
*Whitehall street, State street to South street ¹⁷	.053	.043	.024	.120	.....
State street, Battery place to Whitehall street.	.234	.....	.....	.234	.....
Front street, Whitehall street to 165 feet west of James slip.....	.920	.....	.....	.920	.....
Front street, Montgomery street to Jackson street.....	.224	.....	.....	.224	.....
South street, Whitehall street to Broad street.	.074	.....	.....	.074	.....
South street, Old Slip to Montgomery street..	1.390	.694	.031	2.115	.....
South street, Montgomery street to Corlears street.....	.339	.....	.....	.339	.....
Broad street, South street to Water street....	.089	.....	.031	.120	.....
Water street, Broad street to Old Slip.....	.164	.....	.....	.164	.....
Old Slip, Water street to South street.....	.068	.....	.012	.080	.....
Montgomery street, Front street to South street.....	.031	.....	.....	.031	.....
Jackson street, Front street to Cherry street..	.082	.....	.....	.082	.....
*Jackson street, Cherry street to Monroe street ¹⁸.....	.032	.....	.....	.032	.....
Monroe street, Jackson street to Corlears street	.131	.....	.009	.140	.....
Corlears street, South street to Grand street.	.200	.....	.159	.359	.....
*Grand street, Corlears street to Goerck street ¹⁹.....	.016	.....	.....	.016	.....

* Indicates joint ownership or operation. Detail footnotes are given for each item.

¹² Joint franchise and joint operation with Second Ave. R. R. Co.

¹³ Joint franchise with Third Ave. Bridge Co. and joint operation with 42d St., Man. & St. Nich. Ave. Ry. Co.

¹⁴ Joint franchise and joint operation with 42d St., Man. & St. Nich. Ave. Ry. Co.

¹⁵ Joint franchise with 42d St. & Grand St. Ferry R. R. Co.; joint operation with N. Y. Railways Co.

¹⁶ Joint franchise and joint operation with N. Y. Central & Hudson River R. R. Co.

¹⁷ Joint franchise and joint operation with N. Y. Railways Co.

¹⁸ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.

¹⁹ Joint franchise with N. Y. Railways Co., and Dry Dock, E. B'way & Battery R. R. Co.; joint operation with Dry Dock, E. B'way & Battery R. R. Co.

²⁰ Joint franchise and joint operation with N. Y. Railways Co.

Belt Line Railway Corporation
DESCRIPTION OF ROAD AND EQUIPMENT — *Concluded*

NAME OF ROAD OR BRANCH	Road	Second track	Sidings, turnouts, etc.	All running track	Increase or (D) decrease ¹⁸
STORAGE BATTERY LINES — <i>Concluded</i>					
Grand street, Corlears street to Mangin street.	.028	.....	.....	.028	.....
Mangin street, Grand street to Houston street.	.396	.....	.....	.396	.....
*Goerck street, Grand street to Houston street ¹⁹	.404	.....	.....	.404	.....
*E. Houston street, Mangin street to Lewis street ²⁰	.....	.046	.....	.046	.....
E. Houston street, Mangin street to Lewis street	.093	.....	.....	.093	.....
*East 2d street, Lewis street to Avenue D ²¹	.085	.....	.....	.085	.....
Lewis street, East 2d street to East 8th street.	.287	.....	.....	.287	.....
Avenue D, East 2d street to East 14th street.	.590	.286	.....	.876	.....
East 8th street, Lewis street to Avenue D....	.056	.....	.....	.056	.....
East 14th street, Avenue D to Avenue B....	.291	.291	.....	.582	.....
*East 14th street, Avenue B to Avenue A ²²...	.117	.117	.012	.246	.....
*First avenue, 23d street to 24th street ²³....	.062	.062	.013	.137	.....
*First avenue, 24th street to 28th street ²⁴....	.197	.251	.....	.448	.....
*First avenue, 28th street to 34th street ²⁵....	.286	.232	.010	.528	.....
*First avenue, 34th street to 42d street ¹⁴....	.377	.377	.....	.754	.....
First avenue, 42d street to 59th street.....	.873	.873	.022	1.768	.....
First avenue, 33d to 34th street.....	.011	.011	.....	.022	.....
Avenue A, 14th street to 17th street.....	.166	.166	.....	.332	.....
*Avenue A, 17th street to 23d street ²⁶.....	.279	.279	.....	.558	.....
*East 23d street, First avenue to Avenue A ²⁷ ..	.134	.134	.....	.268	.....
West 54th street, Tenth avenue to car barn...	.....	.....	.105	.105	.....
Dey street, Washington street to Greenwich street.....	.036	.....	.....	.036	.....
Greenwich street, Dey street to Ninth avenue.	.102	.....	.....	.102	.....
Total storage-battery owned track.....	13.854	8.614	.592	23.060	.012
<i>Road occupied under trackage rights from associated companies</i>					
New York Railways Co., and Dry Dock, East Broadway and Battery R. R. Co.:					
East 14th street, Avenue A to First avenue.	.134	.134	.012	.280	.....
Dry Dock, East Broadway and Battery R. R. Co.:					
First avenue, 14th street to 23d street....	.445	.445	.....	.890	.....
Total storage-battery, trackage rights....	.579	.579	.012	1.170	.....
Grand total operated, all tracks.....	16.204	10.964	.729	²⁷ 27.897	.012
Whereof owned ²⁸	13.468	7.876	.651	21.995	.012
Whereof maintained.....	12.191	6.189	.559	18.939	.012
Whereof trackage rights and balance of joint track.....	4.013	4.775	.170	8.958	.....

Track in car houses, shops and yards, 2,187 miles.

* Indicates joint ownership or operation. Detail footnotes are given for each item.
¹⁴ Joint franchise and joint operation with 42d St., Man. & St. Nich. Ave. Ry. Co.
¹⁵ See this note on preceding page.
²⁰ Joint franchise with 42d St. & Grand St. Ferry R. R. Co.; operated by respondent alone.
²¹ Joint franchise and joint operation with Dry Dock, E. B'way & Battery R. R. Co.
²² Joint franchise with Dry Dock, E. B'way & Battery R. R. Co., and Mid-Croestown Ry. Co., Inc.; joint operation with Dry Dock, E. B'way & Battery R. R. Co.
²³ Joint franchise with Dry Dock, E. B'way & Battery R. R. Co., 23d St. R. R. Co., and Mid-Croestown Ry. Co.; joint operation with Dry Dock, E. B'way & Battery R. R. Co., and Mid-Croestown Ry. Co.
²⁴ Joint franchise with Central Croestown R. R. Co.; not operated by respondent.
²⁵ Joint franchise with 23d St. R. R. Co.; not operated by respondent.
²⁷ Includes unused first track, .717 mile, and other tracks, .763 mile.
²⁸ Figures on this line were computed by the Bureau of Statistics of this Commission.

Belt Line Railway Corporation
Details of Track, Roadway and Electric Line Construction

Item	Added during year ²⁰	Removed during year ²⁰	At close of year ²⁰
Ballast: Miles of track laid on concrete construction.....	0.012	.....	25.247
Ties: ²⁰ Number of wood ties, treated.....	328	.....	590
Number of wood ties, untreated.....	.....	328	47.758
Miles of track laid on ties.....	0.012	.....	18.822
Rail (Miles of track): ²⁰			
80-lb tee.....	.....	.....	3.128
9-inch, 90-lb. girder.....	.....	.....	2.592
9-inch, 98-lb. girder.....	.....	.....	2.206
9-inch, 106-lb. girder.....	.....	.....	0.013
9-inch, 107-lb. girder.....	0.012	.....	10.894
9-inch, 109-lb. girder.....	.....	.....	0.062
9-inch, 115-lb. girder.....	.....	.....	2.320
9-inch, 122-lb. girder.....	.....	.....	3.915
7-inch, 104-lb. girder.....	.....	.....	0.065
7-inch, 110-lb. girder.....	.....	.....	0.552
Rail joints (Miles of track): Bolted plates.....	0.012	.....	25.247
Rail bonds ²¹.....	.....	.....	.....
Paving (Miles of track):			
Wood block.....	.....	.....	1.390
Granite block.....	0.012	.....	21.148
Asphalt, sheet.....	.....	.....	2.687
Asphalt, block.....	.....	.....	0.022
Underground conduit (Duct miles):			
Tile.....	.....	.....	96.06
Cement lined.....	.....	.....	41.06
Distribution cables — underground (Miles):			
(Voltage 600)			
1,000,000 C. M.....	.....	.....	8.108
500,000 C. M.....	.....	.....	3.735

Cars.— Number of revenue cars: Closed passenger, motor, 53 (leased from Third Avenue Ry. Co., 52; from New York City Interborough Ry. Co., 1); increases during year, 9; storage battery cars, owned, 73; decrease during year, 6; service cars owned, 4; leased from Third Avenue Ry. Co., 5. (For details, see Table II.)

Power Plant Equipment.— See Table III.

Miscellaneous.— Number of transfer points: With cars of respondent, 2; with associated companies, 12; with other companies, 10.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Five-cent fares, 8,350,820; two-cent fares, 17,937,950; total, 26,288,770; transfers, 1,294,947. Car Miles.— Revenue: Passenger, active, 2,179,531; idle, 361. Non-revenue, 6,685. Car-Seat Miles.— 68,969,556. Car Hours.— 360,813. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— Persons killed, 5; serious injuries, 16; minor injuries, 405; total, 426. Amount paid on account of injuries and damages sustained during the year, \$24,524.23; on account of

²⁰ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.

²⁰ Laid during year, 328 yellow pine, treated; total cost at distribution point, \$385.45; charged to replacement in fixed capital, \$112.70; charged to operating expenses, \$272.75.

²⁰ Laid during year, 153.42 gross tons, total cost at distributing point, \$4,141.78, including fastenings, \$1,148.99; charged to additions and betterments in fixed capital, \$1,878.01; charged to replacements in fixed capital, \$662.68; charged to operating expenses, \$1,514.88.

²¹ Rails are not bonded; operation is by storage-battery and underground contact rails.

Belt Line Railway Corporation

injuries and damages sustained prior to July 1, 1915, \$12,622.64; total, \$37,146.87. (For details of accidents, see Tables X and XI.)

Employees and Wages.—Statistics of this company have been consolidated with those of all other companies in the Third Avenue Railway System and a combined statement given in Table XII.

Officers.—President, F. W. Whitridge; Vice-President and General Manager, E. A. Maher; Secretary, S. E. Martin; Assistant Secretary and Assistant Treasurer, J. F. Feeley; Treasurer, A. D. Sage; Auditor, Reune Martin; Assistant General Manager, E. A. Maher, Jr.

Directors.—F. W. Whitridge, J. F. Feeley, H. Bronner, E. M. Burghard, G. W. Davison, A. Iselin, Jr., E. A. Maher, J. W. Patten, W. E. Roosevelt, A. W. Scholle, J. H. Seaman, F. H. Shipman, L. F. Straus.

Main Business Office.—2396 Third Avenue, New York City.

Report verified by Edward A. Maher, Vice-President and General Manager, September 29, 1916

THE BLEECKER STREET AND FULTON FERRY RAILROAD COMPANY

LESSOR

History.—Organized December 12, 1864, [pursuant to the Railroad Law of 1850. Operation was begun in 1866.]¹ On January 10, 1876, this company leased its property to the Twenty-Third Street Railway Company for 99 years. On April 2, 1893, the Twenty-Third Street Railway Co. leased all its property (owned and leased) to the Houston, West Street & Pavonia Ferry Railroad Company, and the latter company, on December 12, 1893, was consolidated with the Metropolitan Street Railway Company, which was succeeded January 1, 1912, by the New York Railways Company, the present operator of this company's property.

[*Terms of Lease.*—The principal provisions of the lease on file with the Commission are as follows: The lessee agrees 1) to pay on execution and delivery of the lease, \$50,000, to be applied towards liquidating the floating debt of lessor; (2) to pay an annual rental of 1½ per cent upon the \$900,000 capital stock, and interest on the \$700,000 of first mortgage bonds of lessor; (3) to equip the railroad at its own expense with not less than 45 cars, and to provide a suitable depot and stabling; (4) to operate and keep the railroad in good condition and repair; (5) that in case of default in rental payments for 3 months, the lessor may re-enter and take possession of the property. (For particulars of lease of the Twenty-third Street Railway Co. to Houston, West Street & Pavonia Ferry R. R. Co., affecting this company's property, see abstract of the Twenty-third Street Railway Co.)

Stockholders and Members.—On June 15, 1916, the total voting power was 9,000, each holder of \$100 par value of stock having one vote; number of stockholders residing in New York State, 113, holding 8,450 shares. At the last general meeting, January 21, 1916, 320 votes were cast, of which 310 votes were cast by seven voters as follows: 518 for voters' holdings; 100 for corporate members; 2,692 in behalf of individuals. The ten largest stockholders on June 30, 1909, as reported, were the following: Adolph B. Ansbacher, \$40,000; Elvira K. Trowbridge, \$40,000; Bennett J. King, \$30,000; Frederick K. Trowbridge, \$30,000; Minnie P. C. Blossom, \$28,400; James R. Nash, \$23,500; John S. McLean, \$20,500; Louis S. Brush, \$20,000; Simon Borg, \$20,000; Mackay & Co., \$20,000.

Important Changes during the Year.—None. No rights or franchises were acquired.

Balance Sheet, June 30, 1916.—Assets side: Cash, \$675.31; "Fixed Capital, December 31, 1908," \$1,769,233.58; total, \$1,769,908.89. Liabilities side: Funded debt, \$700,000; capital stock, \$900,000; corporate surplus, \$169,908.89; total, \$1,769,908.89.

Contingent Liabilities.—None.

Valuation of Property for Purposes of Taxation.—Valuation filed by respondent: Real property in streets—tangible, \$691,861; same less depreciation, \$454,629. Assessed valuation for 1916 taxes: Manhattan Borough, real property (tangible and intangible) in streets, \$660,300.

¹[See Documentary History of Railroad Companies in Annual Report, 1913, pages 1091-1092. and chart 1.]

The Bleecker Street and Fulton Ferry Railroad Company

Securities

Particulars of Stock and Funded Debt	Common stock	Mortgage bonds
Nominal date of issue.....	_____	² Jan. 1, 1900
Date of maturity.....	_____	Jan. 1, 1950
Interest, rate and dates.....	_____	% ³ , Jan. & July
Denominations.....	1 share = \$100	\$1,000
Amount authorized.....	\$900,000	\$700,000
Amount issued.....	900,000	700,000
Cash realized.....	Unknown	Unknown
Amount actually outstanding.....	900,000	\$700,000
Interest accrued and dividends declared.....	13,500	28,000
Interest and dividends paid.....	⁴ 13,500	⁵ 28,000
Interest and dividends matured and unpaid.....	.....	14,000
Market price: Highest, lowest.....	H 23, L 16.75	H 67, L 62
Trustee under mortgage.....	_____	Guaranty Trust Co.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease ⁴
Rent accrued from lease of road.....	⁶ \$42,100 00	.....
Miscellaneous expenses of administration.....	474 02	D \$122 17
Gross income applicable to corporate and leased properties...	\$41,62 98	\$122 17
Less interest accrued on funded debt.....	28,000 00	.....
Net corporate income.....	\$13,625 9	\$122 17
Surplus at June 30, 1915.....	⁷ 169,782 91	=====
Total surplus.....	\$183,408 89	
Dividends on common stock (1½% on \$900,000).....	13,500 00	
Surplus, June 30, 1916.....	\$169,908 89	=====

Rent Accrued from Lease of Road.— Interest on \$700,000 4 per cent mortgage bonds, \$2 ,000 1½ per cent dividend on common stock, \$13,500.⁷

Description of Road.— [See abstract of lessee's return.]

Officers.— President, Benjamin F. Wollman; Vice-President, Charles I. Henry; Secretary and Treasurer, Martin H. Goodkind.

Directors.— Ernest E. Baldwin, Louis S. Brush, Douglas L. Elliman, Ludwig E. Goetz, Martin H. Goodkind, Ralph J. Jacobs, Sol. J. Jacobs, Edwin K. Scheftel, Charles I. Henry, Frank E. Rafel, Louis T. Romaine, John H. Selmes, Benjamin F. Wollman.

Main Business Office.— 20 Broad street, New York City.

Report verified by Martin H. Goodkind, Treasurer, September 30, 1916.

² [These bonds were actually issued in 1865. In 1900 the life of the bonds was extended to 1950, the rate of interest being reduced at the same time from 7 per cent to 4 per cent.]

³ Interest on the bonds and the 1½ per cent annual dividends on the stock are paid, according to a provision in the lease, directly to the bondholders and stockholders by the lessee.

⁴ Comparison made with corrected figures for 1915.

⁵ Includes \$600 allowed by lessee for organization and maintenance of corporate existence.

⁶ [The surplus at June 30, 1915, was corrected by the company to this amount, but too late for change in the 1915 abstract.]

⁷ In addition this company is allowed \$600 per year for organization and maintenance of its corporate existence.

BRIDGE OPERATING COMPANY

Organized May 21, 1904, pursuant to the Business Corporations Law of the State of New York, certificate of incorporation filed July 29, 1904. [Under date of May 21, 1904, this company with the Brooklyn Heights Railroad Company, New York City Railway Company and the Coney Island and Brooklyn Railroad Company entered into an agreement with the City of New York to operate cars across the Williamsburg Bridge, wherein the Bridge Operating Company agreed to operate cars on the surface tracks of the said bridge, charging passengers for a single trip across the said bridge not more than three cents, or five cents for two tickets. The cars operated over the surface tracks of the bridge by the Bridge Operating Company were to be in addition to those operated over such tracks by the other parties to the agreement except as otherwise agreed and apportioned among the said other parties to the agreement, the City of New York requiring that sufficient cars be run across the bridge to accommodate the traffic and that maximum fares be not more than those stated above.

On June 21, 1907, the New York City Railway Company and the Brooklyn Heights Railroad Company entered into an agreement wherein they agreed to assume and faithfully perform the obligations of every nature imposed upon the Bridge Operating Company by the agreement of May 21, 1904, including the operation of the company's cars and plant, and agreed to pay the stockholders of the company 6 per cent per annum upon their stock. The Bridge Operating Company agreed on its part to give possession of all its property, including its contracts, to the other two companies, and to turn over all its cash on hand save a working fund of \$10,000.

On September 1, 1909, the receivers of the Metropolitan Street Railway Company acquired 500 shares of the capital stock of the Bridge Operating Company from the receiver of the New York City Railway Company and thereupon became obligated to perform the contractual obligations of the New York City Railway Company. According to the report of the New York Railways Company this stock was purchased by that company under agreement of June 17, 1914, including all rights and interests under certain agreements relating to the operation of cars across the Williamsburg Bridge, for the sum of \$38,317.11.

The Brooklyn Heights Railroad Company acts as operating agent for the joint operators of the property of the Bridge Operating Company under the above agreement, and receives an administration fee of \$5,000 per annum and \$2,500 per annum for depot, storage and shop facilities.¹

Stock control of the company was held jointly on June 30, 1916, by the Brooklyn Rapid Transit Company and the New York Railways Company, each of which held \$50,000 par value of its \$100,000 of capital stock.

Stockholders and Members.— Voting power of all members of the respondent on January 27, 1916, 1,000; each holder of \$100 par value having one vote; votes cast at the general meeting on January 27, 1916, 1,000; of which T. S. Williams and C. D. Meneeley, joint proxies for the Brooklyn Rapid Transit Company, cast 500, and Ralph Norton, proxy for the New York Railways Company, cast 500.

Important Changes during the Year.— No additional rights or franchises were acquired, and no new contracts or agreements were entered into with other companies. Agreement between the City of New York, Brooklyn Heights Railroad Company, Coney Island & Brooklyn R. R. Co., New York City Railway Co., and the Bridge Operating Co., dated May 21, 1904, to terminate September 1, 1914, respecting operation of cars upon that portion of the Williamsburg Bridge, consisting of the surface tracks, and the electrical equipment thereof, extended by permits issued by the Commissioner of Bridges to June 30, 1916.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$12,396 22	Cash.....	\$12,698 08	\$301 86
3, 33 34	Accounts receivable ²	3,833 34	.....
100 734 55	" Fixed Capital, Dec. 31, 1908 ".	100,784 55	.....
<u>\$116,964 11</u>	<u>Total.....</u>	<u>\$117,265 97</u>	<u>\$301 86</u>
	LIABILITIES SIDE		
\$1,666 67	Miscellaneous accounts payable.....	\$1,666 67	.....
100,000 00	Capital stock.....	100,000 00	.....
15 297 44	Corporate surplus.....	15,599 30	\$301 86
<u>\$116,964 11</u>	<u>Total.....</u>	<u>\$117,265 97</u>	<u>\$301 86</u>

Contingent Liabilities.— None.

¹ [From documents on file with the Public Service Commission.]

² This item includes accrual of \$3,000 or 6 per cent on capital stock for the six months ended June 30, 1916, (payable to stockholders under the agreement of June 21, 1907). This amount is not taken on the books of the company.

Bridge Operating Company
Valuation of Property for Purposes of Taxation ¹

Valuation of 1913 filed by respondent:	Gross value	Same less depreciation
Real property outside streets and public places.....	.....	.....
Real property in streets — tangible.....	.....	.....
Tangible personal property.....	\$51,640 00	.....

Assessed valuation for 1913 taxes:	Manhattan Borough	Brooklyn Borough
Real property outside streets and public places.....	.....	.....
Real property (tangible and intangible) in streets.....	\$30,000 00	\$30,000 00
Tangible personal property.....	43,700 00	.....

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908."— Track and roadway construction, \$27,021.34; buildings and fixtures used in operation of road, \$1,003.41; cars, \$43,057.58; electric equipment of cars, \$29,575.25; organization, \$76.97; total, \$100,734.55. No withdrawals were made during the year.

Capital Stock.— Common, 1,000 shares of \$100 par value each, authorized by company and by public authority, \$100,000; actually issued, prior to year, \$100,000; cash realized, \$100,000; actually outstanding, \$100,000; dividends declared and paid, \$6,000.

INCOME STATEMENT ²

	Net amount for year	Increase or (D) decrease
Interest revenues (on bank balances).....	\$301 86	\$14 66
Rent accrued from lease of road and equipment (6 per cent on its \$100,000 capital stock).....	\$ 6,000 00	.....
Total income.....	\$6,301 86	\$14 66

	Amount
Surplus, July 1, 1915.....	\$15,297 44
Balance for year transferred from income.....	6,301 86
Total credits to surplus.....	\$21,599 30
Dividends declared, 6 per cent.....	\$ 6,000 00
Surplus, June 30, 1916.....	\$15,599 30

DESCRIPTION OF ROAD AND EQUIPMENT

"The only property in the streets which could possibly be considered as belonging to the Bridge Operating Company is a stub terminal on Delancey street, between Clinton and Essex streets, which was constructed in 1905 and 1906 for use by the Bridge Operating Company pending the construction of the various terminals. This stub terminal is still in the street, but is no longer used. The cost was paid partly by the Bridge Operating Company and partly from other sources. The amount paid by the Bridge Operating Company was \$14,901. In view of the fact that the Bridge Operating Company has no specific franchise to maintain this structure in the streets, there is a question as to whether it belongs to the Bridge Operating Company or to the Metropolitan Street Railway Company, which owns the only franchise at this location." ³

Cars.⁷— Closed passenger, motor, available for service June 30, 1916, 20, having an aggregate seating capacity of 720; none installed or retired during the year.

¹ "No report rendered to State Tax Commissioners since 1913."
² [For income statement of operating agent respecting this property, see addendum to this abstract.]
³ This item is not taken on the books of the company.
⁴ From 1915 report of the company.
⁷ [Data from report of The Brooklyn Heights R. R. Co.]

Bridge Operating Company

Officers.—President, T. S. Williams; Vice-President, W. Leon Pepperman; Secretary and Treasurer, C. D. Meneely; Auditor, E. F. J. Gaynor.

Directors.—T. S. Williams, W. Leon Pepperman, F. T. Wood, Ralph Norton, G. D. Yeomans, C. D. Meneely.

Main Business Offices.—85 Clinton street, Brooklyn, and 165 Broadway, New York City.

Report verified by C. D. Meneely, Treasurer, September 30, 1916.

ADDENDUM

The property is operated by the Brooklyn Heights Railroad Company as agent for the benefit of itself and the New York Railways Company. The profits resulting from the operation of cars are divided equally between the two companies and each company is responsible for one-half of all the expenses, losses and liabilities incident to such operation. The Coney Island and Brooklyn Railroad Company receives 16 per cent of the net profits after deducting rental and allowance for amortisation,¹ of which 11 per cent is payable by the Brooklyn Heights Railroad Company and 5 per cent by the New York Railways Company. Traffic and car miles, revenues, expenses and accidents applicable to this property are included in the tables as entries against the title Bridge Operating Company in the Brooklyn Rapid Transit group.

The following is the income statement of the operating agent:

INCOME STATEMENT			
	Net amount for year	Increase or (D) decrease	
Passenger revenue.....	\$265,866 71		\$5,015 87
Advertising privileges.....		D	1,280 00
Total operating revenues.....	\$265,866 71		\$3,735 87
Operating expenses:			
Maintenance of way and structure.....	\$3,423 07	D	\$1,426 23
Maintenance of equipment.....	5,558 79	D	6,190 81
Power purchased.....	51,138 36		5,987 88
Operation of cars.....	81,857 92		4,973 87
Injuries to persons and property.....	4,154 61		1,757 07
General expenses.....	6,434 28		299 91
Total operating expenses.....	\$152,567 03		\$5,401 69
Taxes accrued.....	13,817 42		1,739 64
Total revenue deductions.....	\$166,384 45		\$7,141 33
Operating income.....	\$99,482 26	D	\$3,405 46
Deductions from income: Track and terminal privileges, \$1,245.74; hire of equipment, \$4,663.40; joint facility rents, \$2,500.....	8,409 14	D	991 79
Net corporate income.....	\$91,073 12	D	\$2,413 67

Taxes

CLASS OF TAX	Amount of levy	Charged to income	Amount paid
City tax on personal property.....	\$967 20	\$1,010 88	\$967 20
Williamsburg bridge tolls.....	12,593 60	12,593 60	12,558 15
State franchise on capital stock.....	150 00	150 00	150 00
Federal income.....	62 94	62 94	62 94
Total	\$13,773 74	\$13,817 42	\$13,738 29

¹For details, see abstract of Coney Island & Brooklyn R. R. Co.

BROADWAY AND SEVENTH AVENUE RAILROAD COMPANY

LESSOR

*History.*¹—Incorporated May 26, 1864, under "An Act to authorize the formation of railroad corporations" passed April 2, 1850 [Operation was begun in 1864]. On May 13, 1890, the entire property was leased to the Houston, West Street and Pavonia Ferry Railroad Company, for the unexpired term of the charter — 1,000 years from May 23, 1864. The lessee was, on [December 12, 1893] consolidated into the Metropolitan Street Railway Company, which was succeeded Jan. 1, 1912, by the New York Railways Company, the present operator of this company's property.

The New York Railways Company through title to securities acquired December 30, 1911, in the reorganization of the Metropolitan Street Railway Company, has the right to exercise the major part of the voting power in this company, holding \$1,398,900 out of \$2,100,000 par value of outstanding stock.

[*Terms of Lease.*—The principal provisions of the lease on file with the Commission are as follows: Lessee agrees (1) to assume all debts, leases and other obligations of the lessor, of every description; (2) to pay an annual rental of \$210,000, equal to 10 per cent upon the capital stock of lessor; (3) to pay all taxes, assessments and other charges which may be imposed upon the property; (4) to maintain, operate and keep the property in good working order, at its own expense; (5) to replace property destroyed by fire or other cause; (6) at expiration or earlier termination of the lease, to return all the property in good condition, except that which has passed from existence by death or destruction, in which cases substitutes shall be delivered, the same to be equal in value to the property for which they are substituted; (7) that in case of default in rental payments or for failure to comply with the provisions of the lease for six months, the lessor may re-enter and take possession of the property without impairing its right for damages from lessee.]

Stockholders and Members.—On June 20, 1916, the total voting power was 21,000, each holder of \$100 par value of stock having one vote; the number of stockholders was 218, of whom 185 resided in New York State and held 19,994 shares. At the last general meeting, June 12, 1916, there were cast 16,245 votes, of which H. H. Vreeland, W. L. Pepperman and H. M. Fisher, each cast 1 vote in behalf of himself, and under a joint proxy, 14,029 in behalf of corporate members and 2,213 in behalf of individuals.

Important Changes during the Year.—None. No additional rights or franchises were acquired.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$4,573 20	Cash.....	\$4,542 33	D \$30 87
797 45	Accounts receivable.....	797 45	.....
14,895,518 33	" Fixed Capital, Dec. 31, 1906 ".....	14,895,518 33	.....
77,359 80	Corporate deficit.....	77,390 67	30 87
<u>\$14,978,248 78</u>	<u>Total.....</u>	<u>\$14,978,248 78</u>	<u>.....</u>
LIABILITIES SIDE			
\$3,225,123 78	Expended by lessee company for betterment ²	\$3,225,123 78	.....
9,650,000 00	Funded debt ³	9,650,000 00	.....
3,125 00	Unamortised premium on debt.....	3,125 00	.....
2,100,000 00	Capital stock.....	2,100,000 00	.....
<u>\$14,978,248 78</u>	<u>Total.....</u>	<u>\$14,978,248 78</u>	<u>.....</u>

Contingent Liabilities.—First mortgage bonds of the Broadway Surface Railroad Co.,⁴ \$1,500,000 and first mortgage bonds of the South Ferry Railroad Co., \$350,000.

¹ [Data in brackets from documents on file with the Public Service Commission.]

² "No existing liability for repayment of the amount expended is recognized by the lessor or claimed by the lessee."

³ "Includes first mortgage bonds outstanding which this company claims should be cancelled."

⁴ [So reported by the company; however the amount of the contingent liability in respect of these bonds is shown in the first consolidated mortgage to be \$1,125,000. The company is also guarantor of the interest upon the second mortgage bonds of Broadway Surface R. R. Co., par value, \$1,000,000.]

ABSTRACTS OF RETURNS OF COMMON CARRIERS 495

Broadway and Seventh Avenue Railroad Company

Valuation of Property for Purposes of Taxation

	Gross value	Same, less depreciation
Valuation as of June 30, 1915, filed by respondent:		
Real property outside streets and public places.....	\$8,354,863	\$7,800,913
Real property in streets — tangible.....	2,558,891	1,315,972
Assessed valuation for 1916 taxes:		Manhattan Borough
Real property outside streets and public places.....		\$5,830,000
Real property (tangible and intangible) in streets.....		2,013,450

Particulars of Stock and Funded Debt	Securities		
	Common stock	First mortgage bonds	First consolidated mortgage bonds
Nominal date of issue.....		June 1, 1883	Dec. 29, 1893
Date of maturity.....		June 1, 1904	Dec. 1, 1943
Interest, rate and dates.....		5%, June & Dec.	5%, June & Dec.
Denominations.....	1 share = \$100	\$1,000	\$1,000
Authorized by company.....	\$2,100,000	1,500,000	12,500,000
By public authority.....	2,100,000	[1,500,000]	12,500,000
Only nominally issued.....			4,350,000
Pledged, etc.....			* 4,350,000
Actually issued.....	2,100,000	1,500,000	8,150,000
Issued prior to year.....	2,100,000	1,500,000	8,150,000
Cash realized.....	N. R.	N. R.	503,125
Property consideration.....			7,650,000
Reacquired and retired.....			
Actually outstanding.....	2,100,000	* 1,500,000	8,150,000
Interest accrued and dividends declared.....	210,000		407,500
Interest and dividends paid.....	?		?
Interest and dividends not due....	N. R.		N. R.
Interest and dividends matured and unpaid.....	N. R.		N. R.
Trustees under mortgages.....		Robert Buck (deceased)	Guaranty Trust Co. of N. Y.

Unamortised Premium on Debt.—Premium from sale of \$500,000 first consolidated mortgage bonds June 30, 1914, \$3,125; no change during year.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Rent accrued from lease of road and equipment *.....	\$617,500 00	
Interest revenues.....	98 68	\$24 14
Total non-operating revenue.....	\$617,598 68	\$24 14
Non-operating revenue deductions (directors' fees, etc.).....	129 55	D 4 85

* These bonds "were deposited with the trustee of the mortgage to secure the redemption and payment of \$1,500,000 first mortgage 5 per cent bonds of the Broadway Surface Railroad Company, \$1,000,000 second mortgage 5 per cent bonds of the Broadway Surface Railroad Company, \$350,000 first mortgage 5 per cent bonds of the South Ferry Railroad Company, \$1,500,000 first mortgage 5 per cent bonds of the respondent."

† "Held under first real estate and refunding mortgage of New York Railways Company." (See also note 3.)

‡ Interest on bonds and 10 per cent dividend on stock are payable by the lessee direct to security holders.

§ "For the purpose of this report the company includes 4 dividends of 2½ per cent of \$210,000, and interest on first consolidated mortgage bonds, amounting to \$407,500 paid direct to stockholders and bondholders by the lessee."

Broadway and Seventh Avenue Railroad Company
INCOME STATEMENT — Concluded

	Net Amount for year	Increase or (D) decrease
Gross income applicable to corporate and leased properties..	\$617,469 13	\$28 99
Deductions from gross income: Interest on funded debt.....	407,500 00	.....
Net corporate income.....	\$209,969 13	\$28 99
Deficit at beginning of year.....	77,359 80	=====
Total.....	\$132,609 33	
Dividends: 10 per cent on \$2,100,000 common stock.....	210,000 00	
Deficit, June 30, 1916.....	\$77,390 67	=====

Rents Accrued from Lease of Road.— Interest on \$8,150,000 first consolidated mortgage 5 per cent bonds, \$407,500; 10 per cent on capital stock, \$210,000; total, \$617,500. [For other charges payable by lessee, see schedule, Terms of Lease.]

Road Owned.— From Seventh avenue and 59th street to Barclay and Church streets; Lexington avenue and 27th street: First track, 5.235 miles; second track, 4.862 miles; crossovers, 0.211 mile; car house, 3.379 miles; total, 13.687 miles.*

Real Estate Owned.— Car house, repair shops, sub-station, etc., 50th to 51st streets, Sixth and Seventh avenues. Office building, 611 to 621 Broadway.

Officers.— President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary and Assistant Treasurer, H. M. Fisher; Treasurer and Assistant Secretary, J. H. Campbell; Auditor, E. F. J. Gaynor; General Counsel, Richard Reid Rogers.

Directors.— J. H. Campbell, H. M. Fisher, Phenix Ingraham, E. F. J. Gaynor, W. Leon Pepperman, D. W. Ross, Alfred Skitt, C. E. Warren, H. H. Vreeland.

Main Business Office.— 165 Broadway, New York City.

Report verified by H. H. Vreeland, President, September 29, 1916.

THE BRONX TRACTION COMPANY

LESSOR

*History.*¹— Incorporated May 20, 1904, as a consolidation of The Suburban Traction Company; Van Nest, West Farms and Westchester Traction Company; Wakefield and Westchester Traction Company; West Farms and Westchester Traction Company; and Williamsbridge and Westchester Traction Company. [All five companies had been incorporated April 28, 1892, by the same people. The first to open its road for traffic was Van Nest, West Farms and Westchester Traction Co. in 1893.] By an agreement dated November 2, 1904, the right to operate the property of this company was leased to the Union Railway Company. [From March 31, 1908 to February 25, 1913, this property was operated by the receiver, F. W. Whitridge, appointed for the Union Railway Company.]

The Union Railway Company of New York City owns all of the capital stock of this company.

Terms of Agreement.— As provided by the agreement on file with the Commission, the lessee agrees to pay a monthly rental of \$500, and to keep the property in permanent repair and replacement. This agreement is terminable upon 30 days written notice by either party.]¹

Stockholders and Members.— Total number of members June 30, 1916, 10; all resident in New York State; total voting powers of all members at same date, 581, each holder of \$100 par value of stock having one vote; votes cast at last general meeting on January 10, 1916, 574, whereof Edward A. Maher cast 518 on behalf of the Union Railway Company of New York City, 7 on behalf of himself, and 49 on behalf of others.

Important Changes during the Year.— None. No additional rights or franchises were acquired.

* [Description of road leased is given in greater detail in abstract of the lessee's return.]

¹ [Data in brackets from Documentary History in Annual Report, 1913, Vol. V, pages 69 and 71, and Chart V 2.]

ABSTRACTS OF RETURNS OF COMMON CARRIERS 497

The Bronx Traction Company

June 30, 1915		BALANCE SHEET ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$309,008 37		" Fixed Capital, Dec. 31, 1908 ".....	\$308,189 65	D \$818 72
		Fixed capital installed since 1908:		
1,071 58		Street railway land.....	1,071 58	.....
10,054 80		Intangible street railway capital.....	10,054 80	.....
345,498 10		Tangible street railway capital.....	360,614 65	15,116 55
665,632 83		Total fixed capital.....	679,930 66	14,297 83
66,822 58		Advances to Union Railway Co.....	72,822 58	6,000 00
94,382 35		Corporate deficit.....	95,647 87	1,265 52
\$826,837 76		Total.....	\$848,401 11	\$21,563 35
LIABILITIES SIDE				
\$76,287 96		Interest accrued on unfunded debt.....	\$83,553 48	\$7,265 52
692,449 80		Due associated companies for construc- tion advances.....	706,747 63	14,297 83
58,100 00		Capital stock.....	58,100 00	.....
\$826,837 76		Total.....	\$848,401 11	\$21,563 35

Contingent Liabilities.—None.

Valuation of Property for Purposes of Taxation.—Valuation as of June 30, 1916, filed by respondent: Real property in streets—tangible, \$420,011; same, less depreciation, \$274,186. Assessed valuation for 1916 taxes: Borough of the Bronx—Real property (tangible and intangible) in streets, \$644,000.

" Fixed Capital, December 31, 1908 "

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Engineering and superintendence.....	\$1,085 83	.....	\$1,085 83
Right of way.....	204 85	.....	204 85
Track and roadway construction.....	62,469 09	.....	62,469 09
Electric line construction.....	16,123 80	\$818 72	15,305 08
Cost of construction of road.....	229,124 80	.....	229,124 80
Total.....	\$309,008 37	\$818 72	\$308,189 65

Details of Capital Withdrawn.—Estimated cost of poles removed on account of erection of elevated structures: 27 poles on White Plains avenue, from Allerton avenue to Boston road, \$789.48; 1 pole on White Plains avenue, at Sagamore street, \$29.24; total, \$818.72.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchises.....	.....	.....	.....	\$3,100 00
Other intangible street railway capital.....	.....	.....	.....	6,954 80
Right of way (obtaining consents).....	.....	.....	.....	1,071 58
Ties.....	\$773 50	.....	.....	12,368 97
Rails, rail fastenings and joints.....	1,751 22	.....	.....	76,926 96
Special work.....	.....	.....	.....	42,720 70
Track laying and surfacing.....	1 45	.....	.....	36,980 88
Paving.....	12,590 38	.....	.....	136,796 95
Roadway tools.....	.....	.....	.....	137 01
Poles and fixtures.....	.....	.....	.....	17,232 28
Transmission system.....	.....	.....	.....	6 31
Distribution system.....	.....	.....	.....	30,373 61
Engineering and superintendence.....	.....	.....	.....	5,926 65
Miscellaneous construction expenditures...	.....	.....	.....	1,144 33
Total.....	\$15,116 55	.....	.....	\$371,741 01

* Interest on demand note of \$181,638.17 from December 31, 1904 to June 30, 1916.

The Bronx Traction Company

Details of Expenditures for Improvements during Year.—Installation of granite block paving in railroad area, on Westchester avenue, from Bronx river to Ward avenue, \$11,709.74; on White Plains avenue, from Pelham Parkway to Boston road, \$890.64; removing present single track line with turnouts and installing double track line, on Fort Schuyler road from Westchester Square to Eastern Boulevard, \$2,526.17; total, \$15,116.55.

Capital Stock.—Common authorized by company's charter, 5,850 shares of \$100 par value each; amount issued, 581 shares of a par value of \$58,100 for the total outstanding stock of 5 constituent companies; cash realized, none; actually outstanding, \$58,100; none held by or on behalf of respondent; no dividends declared or paid during the year.

Bills and Accounts Owing to Associated Companies.—Union Railway Co., demand 4 per cent note dated December 31, 1904, \$181,638.17, on which the interest accrued during year was \$7,265.53; also due for construction advances, etc., \$394,041.85. Third Avenue Railway Co., demand 5 per cent note dated October 15, 1915, \$131,067.61; interest payable by Union Railway Co., as operating agent of respondent.

INCOME STATEMENT

Rents accrued from road under operating agreement.....	\$6,000 0
Deductions: Interest accrued on demand note.....	7,265 50
Net corporate loss.....	\$1,265 52
Deficit June 30, 1915.....	94,382 35
Deficit June 30, 1916.....	\$95,647 87

Description of Road.—First track, 11.733 miles; second track, 10.740 miles; sidings, etc., 0.465 mile; total, 22.938 miles.²

Officers.—President, Frederick W. Whitridge; Vice-President and General Manager, Edward A. Maher; Secretary, S. E. Martin; Assistant Secretary and Assistant Treasurer, James F. Feely; Treasurer, Alfred D. Sage; Auditor, Reune Martin; Assistant General Manager, E. A. Maher, Jr.

Directors.—Frederick W. Whitridge, Edward A. Maher, Adrian Iselin, Jr., E. M. Burghard, Harry Bronner, George W. Davison, W. Emlen Roosevelt, A. W. Scholle, Joseph H. Seaman.

Main Business Office.—2396 Third avenue, New York City.

Report verified by F. W. Whitridge, President, September 29, 1916.

THE BROOKLYN AND NORTH RIVER RAILROAD COMPANY

History.—Incorporated January 2, 1912, under the Railroad Law. [Under a certificate of public convenience and necessity, granted by the Public Service Commission on August 14, 1912, and a permit obtained from the Department of Bridges on February 29, 1912, and subsequently confirmed by the Board of Estimate, operation of cars from the Brooklyn plaza of the Manhattan bridge to the Desbrosses Street ferry was commenced on November 13, 1912, by the Third Avenue Railway Company as operating agent for the companies that organized the respondent. Operation by the respondent commenced on December 11, 1913, under the terms of a contract made with the City of New York on September 9, 1913, granting to the respondent the right and privilege to construct, maintain, and operate its line for a period of ten years with the privilege of renewal for fifteen years.]¹

Stockholders and Members.—Total number June 30, 1916, 5, all residents of New York State. Total voting powers of all members, 12,000,² each holder of common stock being entitled to as many votes as shall equal the number of shares of stock of said stockholder multiplied by the number of directors to be elected. The stockholders are: The Brooklyn Heights Railroad Company, 125 shares; The Coney Island and Brooklyn Railroad Company, 250 shares; The Nassau Electric Railroad Company, 125 shares; New York Railways Company, 250 shares; Third Avenue Railway Company, 250 shares. Number of votes cast at last general meeting, held January 4, 1916,³ 12,000, whereof C. D. Meneely, Slaughter W. Huff, Edward A. Maher and W. Leon Pepperman each cast 3,000 votes, all in behalf of corporate members.

² [For detailed statement of track mileage, see abstract of Union Railway Co.]

¹ From documents on file with the Commission.

³ So reported by the company; number of shares of stock entitled to vote, 1,000.

The Brooklyn and North River Railroad Company

Important Changes during the Year.— Purchased for the reserve, Accrued amortisation of capital, \$4,000 Interborough Rapid Transit first and refunding 5 per cent mortgage bonds, at 99½. Loans on 6 per cent demand notes were obtained from the following companies: Third Avenue Railway, \$31,411.17; Brooklyn Heights, \$15,705.58; Nassau Electric, \$15,705.59; New York Railways, \$31,411.18; Coney Island and Brooklyn, \$31,411.18. An arrangement was made with Nassau Electric for the supply of power to respondent on Manhattan Bridge place, Brooklyn, at 1.1 cents per kw. hr.

No new power or franchises were acquired.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$24,887 75	Cash.....	\$30,362 51	\$5,474 76
102 00	Special deposit.....		D 102 00
42,370 30	Accounts receivable.....	10 00	D 42,360 30
220 83	Interest and dividends receivable.....	222 50	1 67
.....	Funded debt of associated companies....	3,985 00	3,985 00
15,423 75	Other securities.....	15,423 75	.....
	Fixed capital installed since 1908:		
163 47	Street railway land.....	163 47	.....
2 74,730 88	Intangible street railway capital.....	74,730 88	.....
2 15,523 68	Tangible street railway capital.....	17,044 06	1,520 38
224 75	Unamortised arbitration expense.....		D 224 75
100,996 68	Corporate deficit.....	154,055 29	53,058 61
<u>\$274,644 09</u>	<u>Total.....</u>	<u>\$295,997 46</u>	<u>\$21,353 37</u>

LIABILITIES SIDE

\$4,540 79	Taxes accrued.....	\$6,125 05	\$1,584 26
137,328 68	Working advances due associated companies.....	41,493 08	D 95,835 60
.....	Bills owing to associated companies.....	125,644 70	125,644 70
26,154 62	Miscellaneous accounts payable.....	5,745 44	D 20,409 18
918 77	Due for wages.....	1,484 32	570 55
	Reserves for:		
3,006 00	Amortisation of capital ²	5,100 18	2,004 18
2,700 23	Casualties.....	10,404 69	7,704 46
100,000 00	Capital stock — common.....	100,000 00	.....
<u>\$274,644 09</u>	<u>Total.....</u>	<u>\$295,997 46</u>	<u>\$21,353 37</u>

Contingent Liabilities.— None.

Valuation of Property for Purpose of Taxation

	Gross value, less depreciation
Valuation (1915) filed by respondent:	
Tangible personal property, Manhattan.....	<u>\$63,898</u>

Assessed valuation for 1916 taxes:

	Borough of Manhattan	Borough of Brooklyn
Real property (tangible and intangible) in streets.....	<u>\$500</u>	<u>\$500</u>

² Changes from the amounts shown in previous report are due to corrections made by the respondent.
³ [Represents amount reserved in accordance with the order of the Public Service Commission in Case 1739, which provides " that all franchise payments and other expenditures for the acquisition of rights of property to be held only until the termination of the franchise. shall be amortised prior to the expiration of the franchise."]

The Brooklyn and North River Railroad Company

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital Installed Since December 31, 1908

Item	INSTALLED DURING YEAR			Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements	Retired or withdrawn during year	
Organisation.....	.....	.....	.....	\$9,339 73
Street railway franchises.....	.....	.....	.....	15,000 00
Other intangible street railway capital ⁴...	.....	.....	.....	50,391 15
Right of way.....	.....	.....	.....	163 47
Ties.....	.....	.....	.....	30 00
Rails, rail fastenings and joints.....	\$372 69	.....	.....	372 69
Poles and fixtures.....	643 29	.....	.....	11,423 42
Distribution system.....	454 45	.....	.....	2,878 15
General office buildings and fixtures.....	49 95	.....	.....	775 06
Stations, waiting rooms and miscellaneous buildings.....	.....	.....	.....	168 15
Engineering and superintendence.....	.....	.....	.....	32 00
Law expenditures during construction.....	.....	.....	.....	1,352 79
Miscellaneous construction expenditures...	.....	.....	.....	11 80
Total.....	\$1,520 38	.....	.....	\$91,938 41

Details of Expenditures for Improvements

Installation of poles and wires on Brooklyn plaza of Manhattan bridge.....	\$643 29
Installation of special work bonding in break-off and crossing at Concord street, and joint bonding in tracks extending northerly from Concord street to plow changing pit.....	837 14
Minor items.....	49 95
Total.....	\$1,520 38

Miscellaneous Investments.— City of New York corporate stock, maturing 1963, 4½ per cent interest, payable March 1st and September 1st; par value, \$10,000; actual money cost to respondent and amount at which carried on books, \$10,325; income accrued during year, \$450; on deposit with the City of New York [as security for fulfillment of terms of franchise], and 4½ per cent, par value, \$5,000; actual money cost to respondent and amount at which carried on books, \$5,000; income accrued during year \$212.50; on deposit with the State Industrial Commission. Interborough Rapid Transit Co., first and refunding mortgage 5 per cent bonds, maturing January 1, 1966, interest payable January 1st and July 1st; par value, \$4,000; actual money cost to respondent and amount at which carried on books, \$3,985; held in the reserve, accrued amortization of capital; income accrued during year, *\$98.33.

Securities.— Capital stock, common: Denomination, 1 share = \$100; authorized by company, \$500,000; by public authority, \$100,000; actually issued prior to year, for cash at par, \$100,000; actually outstanding, \$100,000; no dividends declared or paid during the year.

Bills and Accounts Owing to Associated Companies

Name of company	Advanced during year	Repaid during year	Amount at close of year	Interest accrued during year
Demand notes:				
Brooklyn Heights R. R. Co.....	\$15,705 58	.....	\$15,705 58	\$501 88
Nassau Electric R. R. Co.....	15,705 59	.....	15,705 59	501 88
C. I. & Brooklyn R. R. Co.....	31,411 18	.....	31,411 18	1,003 76
New York Railways Co.....	31,411 18	.....	31,411 18	1,003 78
Third Avenue Railway Co.....	31,411 17	.....	31,411 17	1,003 78

* Credited to Accrued amortization of capital.

⁴ "Cost of constructing temporary tracks, on streets not covered by franchise, allowed by Public Service Commission as capital expenditures subject to amortization."

The Brooklyn and North River Railroad Company
Bills and Accounts Owing to Associated Companies—Concluded

Name of company	Advanced during year	Repaid during year	Amount at close of year	Interest accrued during year
Open accounts:				
Brooklyn Heights R. R. Co.....	\$26,207 18	\$49,600 57	\$6,499 65	.....
Nassau Electric R. R. Co.....	12,973 65	17,382 17	3,560 48	.....
C. I. & Brooklyn R. R. Co.....	9,269 24	16,572 05	4,814 45	.....
New York Railways Co.....	27,491 87	48,243 91	9,486 54	.....
Third Avenue Railway Co.....	109,389 05	149,367 89	17,131 96	.....
Total.....	\$310,975 69	\$281,166 59	\$167,137 78	\$4,015 08

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Accrued amortization of capital: Balance, July 1, 1915, \$3,006; credit during year, \$2,094.18, as required by order of the Public Service Commission in case No. 1739, to amortize expenditures authorized in said case; credit balance, June 30, 1916, \$5,100.18.

Contingencies: Balance, July 1, 1915, \$2,700.23; credit during year, based on 8 per cent of passenger revenue for year, \$14,924.53; debits during year, claims, \$6,861.55 and expenses, \$858.52; credit balance, June 30, 1916, \$10,404.69.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue (transportation).....	\$186,556 60	\$35,468 28
Operating expenses:		
Maintenance of way and structures.....	\$8,410 41	\$3,374 90
Maintenance of equipment.....	26,019 50	4,066 85
Power purchased.....	34,442 55	3,630 87
Operation of cars.....	92,553 35	8,464 94
Injuries to persons and property.....	14,924 53	2,837 44
Other general expenses.....	3,829 16	D 3,913 04
Total operating expenses.....	\$180,179 50	\$18,461 96
Taxes accrued.....	8,563 78	2,557 27
Total revenue deductions.....	\$188,743 23	\$21,019 23
Operating loss.....	\$2,186 63	D \$14,449 05
Non-operating income — interest (on New York City corporate stock, \$662.50; on bank balances, \$1,171.24).....	1,833 74	D 208 70
Gross loss applicable to corporate and leased properties.....	\$352 89	D \$14,240 35
Deductions from gross income: Track and terminal privileges, \$7,515.50; joint facility rents, \$38,847.96; interest deductions, \$4,015.08; amortization of capital, \$2,094.18.....	52,472 72	8,328 31
Net corporate loss.....	\$52,825 61	
Adjustment of tax accruals prior to July 1, 1915.....	233 00	
Corporate deficit, June 30, 1915.....	100,996 68	
Corporate deficit, June 30, 1916.....	\$154,055 29	D \$5,912 04

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during

The Brooklyn and North River Railroad Company

the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, " Depreciation of Way and Structures " and " Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account " Accrued Amortization of Capital," which is the official title of the depreciation reserve, against which property retirements are chargeable at original cost. The company has filed no rule of depreciation but the order in Case No. 1739 provides that \$2,004 per annum, plus 4½ per cent on such prior reservations shall be set aside out of income until \$88,400 shall have been reserved. Amount charged to income and reserved during year, \$2,094.18.

Power Bought and Sold

Name of company	Total number of kw. hours delivered	Average price per kw. hour (cents)	Total amount	Amount debited or (Cr.) credited to expense
Power bought				
Third Avenue Railway Co.....D. C.	1,941,619	1.10	\$21,357 79	\$21,357 79
New York Railways Co.....D. C.	394,186	1.10	4,336 06	4,336 06
Nassau Electric R. R. Co.....D. C.	120,526	1.10	1,325 79	1,325 79
Manhattan Bridge 3c Line.....A. C.	574,751	1.37	7,901 20	7,901 20
Power sold				
Manhattan Bridge 3c Line.....D. C.	29,968	1.596	478 29	Cr. 478 29
Balance.....				\$34,442 55

Joint Facilities.— With New York Railways Company, for use of tracks, \$14,932.44 (charged to operating expenses, \$5,961.22; to rents, \$8,971.22); with Receiver, Dry Dock, East Broadway & Battery Railroad Company, for use of tracks, \$5,810.19 (charged to rents); with Third Avenue Railway Company, for use of cars, \$44,123.53 (charged to operating expenses, \$25,773.45; to rents, \$18,350.08); with Manhattan Bridge Three Cent Line, for use of track and equipment, \$9,405.51 (charged to operating expenses, \$3,019.49; to taxes, \$669.55; to rents, \$5,716.47); total, \$74,271.67 (charged to operating expenses, \$34,754.16; to taxes, \$669.55; to rents, \$38,847.96).

Rents Payable Charged to Operating Expenses.— Office at 121-23 Canal street, used by the superintendent, and charged to Superintendence of transportation, \$1,300.

CLASS OF TAX	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Special franchise, city.....	\$692 30	\$696 53	\$701 15	.....
Gross earnings, city.....	4,932 29	5,992 78	4,932 29	.....
Gross earnings, state.....	1,579 03	1,874 42	1,579 03	.....
Total.....	\$7,203 62	\$8,563 73	\$7,212 47	.....

Miscellaneous Rent Deductions.— Track and terminal privileges: City of New York, use of tracks on Manhattan bridge, at 5 cents per round trip, \$7,515.50.

¹ Includes the following items for respondent's proportion of Manhattan Bridge Three Cent Line. Special franchise, city, \$674.17; gross earnings, city, \$180.66; gross earnings, state, \$47.72

The Brooklyn and North River Railroad Company
DESCRIPTION OF ROAD AND EQUIPMENT
MILES OF ROAD AND TRACK, JUNE 30, 1916

[Electrically operated surface line, conduit-electric and overhead trolley contact]

NAME OF ROAD OR BRANCH	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease
<i>Road occupied under trackage rights from independent corporations</i>					
From Manhattan Bridge Three Cent Line:					
*Flatbush avenue extension, from Fulton street to Bridge street ⁷.....	.585	.585	.055	1.225	.....
*Bridge street, west of Flatbush avenue extension ⁶.....	.022	.022	.....	.044	.....
From City of New York:					
Concord and Bridge streets on Manhattan bridge plaza, Brooklyn to Manhattan bridge plaza, Manhattan ⁶	1.280	1.280	.....	2.560	.....
<i>Road occupied under trackage rights from associated companies</i>					
From Dry Dock, East Broadway & Battery R. R. Co.:					
Manhattan bridge plaza, Manhattan, to Canal street and Bowery ⁷.....	.069	.069	.....	.138	.....
*Canal street, Bowery to Centre street ⁷....	.253	.253	.....	.506	.....
*Vestry street, Canal street to Washington street ⁶.....	.241	.201	.....	.442	.....
*Desbrosses and Greenwich streets to ferry terminal stand ⁶.....	.130	.089	.....	.219	.....
*Crossover on ferry terminal stand ⁶.....	.....	.....	.024	.024	.....
From New York Railways Co.:					
*Canal street, Centre street to Vestry street ¹⁰	.432	.421	.....	.853	.....
*Greenwich street, Vestry street to Desbrosses street ¹⁰.....	.026	.....	.....	.026	.....
*Washington street, Vestry street to Desbrosses street ¹⁰.....	.027	.....	.....	.027	.....
Total track operated ¹¹	3.065	2.920	.079	6.064	.....

Details of Track and Roadway.—None owned by respondent.

Cars.—46 closed passenger cars, owned by the Third Avenue Railway Company, are hired by the respondent on the basis of 10 per cent per annum on 90 per cent of the cost of the cars and 2.66 cents per car mile operated.

Power Plant Equipment.—None.

Miscellaneous.—Number of transfer points, 14, all to cars of associated companies.

OPERATING STATISTICS

Operating Ratios.—See Table XV.

Passengers Carried.—Revenue passengers, 5,218,608 (5-cent fares, 1,130,065; 3½-cent fares, 3,334,327; 3-cent fares, 10,741; 2½-cent fares, 743,475); transfers collected, 4,262,033. *Car Miles.*—Passenger, active, 894,215; idle, 72,576. *Car-seat Miles.*—Active, 32,204,263. *Car Hours.*—Passenger, active and idle, 137,995. (For details of traffic statistics, see Tables V-VIII.)

Power.—See Table IV.

Accidents.—Persons injured, 131 (serious injuries, 8; minor injuries, 123); total amount paid during the year for accidents and damages that occurred during the year, \$4,262; for injuries and damages that occurred in prior periods, \$2,099.55. (For details of accidents, see Tables X and XI.)

Employees and Wages.—See Table XII.

* [Indicates joint operation. Detail footnotes are given for each item.]

⁶ [Operated jointly with Manhattan Bridge Three Cent Line.]

⁷ [Operated solely by respondent.]

⁸ [Operated jointly with Dry Dock, East Broadway & Battery R. R.]

¹⁰ [Operated jointly with New York Railways Co.]

¹¹ [The actual work of maintenance of these tracks is done by other companies and a portion of the expense incurred is charged to respondent.]

The Brooklyn and North River Railroad Company

Officers.— President, Edward A. Maher; Vice-President, Slaughter W. Huff; Secretary, George Keegan; Assistant Secretary, Ralph Norton; Treasurer, C. D. Meneely; Assistant Treasurer, W. J. O'Neill; Auditor, E. F. J. Gaynor; General Attorney, J. L. Quackenbush; Superintendent, W. E. Thompson.

Directors.— Slaughter W. Huff, Charles D. Meneely, William Siebert, Timothy S. Williams, Charles L. Woody, George D. Yeomans, Walter C. Burrows, Edward A. Maher, Edward A. Maher, Jr., W. Leon Pepperman, George Keegan, Ralph Norton.

Main Business Office.— 165 Broadway, New York City.

Report verified by Edward A. Maher, President, October 10, 1916.

THE BROOKLYN CITY RAILROAD COMPANY**LESSOR**

History.— Incorporated December 17, 1853, under the General Railroad Laws of 1850; [corporate life, 25 years; by a certificate filed in the office of the Secretary of State on October 12, 1866, the company's corporate existence was extended 100 years beyond the 25 years mentioned in the certificate of incorporation].¹ Street railway operation began on July 3, 1854; lines of stages were operated prior thereto.

On October 31, 1890, by an act of the New York State Legislature entitled "An act to amend Chapter 254 of the Laws of 1876," passed June 12, 1879, the following companies were merged with the respondent: Brooklyn Crosstown Railroad Company, The Bushwick Railroad Company, The Calvary Cemetery, Greenpoint & Brooklyn Railroad Company, Grand Street & Newtown Railroad Company, The Greenpoint and Lorimer Street Railroad Company, The New Williamsburgh & Flatbush Railroad Company, South Brooklyn Street Railroad Company.

On February 14, 1893, this company leased all its property, franchises and other rights to the Brooklyn Heights Railroad Company, for a term of 999 years from June 6, 1893.

Terms of Lease.— The principal provisions of the lease on file with the Commission are as follows: The lessee agrees, (1) to pay an annual rental of 10 per cent upon the outstanding capital stock of lessor, not in excess of \$12,000,000, and also to pay the interest on the outstanding bonded indebtedness of the lessor, not in excess of \$6,925,000; (2) to pay all taxes, assessments, and other charges which may be imposed upon the property, capital stock or dividends; (3) to pay all expenses of maintaining the corporate existence of lessor; (4) to pay all rentals in accordance with the terms of any lease or other contract entered into by lessor for the use of property; (5) that in case any refunding bonds issued by lessor sell for less than par, to pay to the lessor an amount equal to the difference between par and the selling price; (6) at expiration or sooner termination of the lease to return all property, additions, improvements and equipments furnished out of moneys belonging to lessor, equal in value and in as good condition as when furnished under the lease, reasonable wear and tear excepted; (7) to operate, maintain, preserve and keep the property in good order and repair, at its own expense; (8) to replace all property destroyed by fire, or which has been worn out and rendered unserviceable, at its own expense; (9) to deposit in the Brooklyn Trust Co., or other company, as trustee, as may be designated by lessor, on the date of delivery of the lease, \$4,000,000, as a guarantee and security for the performance by lessee of the terms of the lease, which amount shall be invested in securities approved by lessor and lessee; and in case the market value of the securities in the fund should fall below \$4,000,000, to make good within 90 days such depreciation by the deposit of cash or additional securities; (10) that in case of default by lessee in rental payments, the trustee shall apply the interest on the \$4,000,000 fund and \$250,000 of the principal thereof (or so much as may be necessary) to the payment of the rental, but in no case shall the fund be reduced below \$3,750,000; (11) that no dividends shall be paid on its capital stock when the guarantee fund shall be less than \$4,000,000 or when the market value of the securities constituting such fund shall be less than that amount; (12) in case of termination of the lease by reason of any breach, default or omission on its part to perform any condition thereof, the guarantee fund deposited with the trustee (\$4,000,000 or balance remaining) shall become the sole and absolute property of the lessor; (13) that in case of default in rental payments or breach of any condition of the lease for 60 days, the lessor may re-enter and re-possess the property; (14) that in case of any disagreement between the lessor and lessee as to any of the provisions of the lease, such disagreement shall be submitted to arbitration.

Lessor agrees (1) that all its moneys, credits and securities on hand at the date this lease takes effect, after the payment of its indebtedness other than its bonded indebtedness, shall be devoted

¹ See Documentary History, annual report for 1913, vol. V, p. 148-149.

The Brooklyn City Railroad Company

to the payment of the cost of converting its railroad into an electric or other kind of railroad approved by lessee and lessor; if the moneys, credits and securities are not required for such purpose, then they shall be expended on additions, improvements, extensions and equipments of the lessor's property; (2) to issue \$3,000,000 of its capital stock and \$3,000,000 of its bonds within 6 months after the delivery of the lease and to devote the proceeds, less any premiums realized on the bonds, to the purposes set forth above (in subdivision [1] hereof); (3) to refund any bonds for which it was liable at date this lease takes effect, at least 6 months prior to the date of maturity, at expense of lessee; (4) that in the event of its refunding bonds at a lower rate of interest, the rental to be paid by lessee be correspondingly reduced; (5) that the lessee may receive all rent accruing from any lease or contract between the lessor and any person or corporation; (6) to pay to the lessee, at expiration or sooner termination of the lease, the actual cost of all property, extensions, additions, improvements, and equipments made by lessee out of its own funds, upon lessor's railroad; (7) that the lessee shall have the right to sell and dispose of all horses, cars and materials, which by reason of the change of motive power, shall not be required for further use in the construction, maintenance or operation of the railroad, and to apply the proceeds of such sale to the construction of additions, extensions and equipments of the railroad, which shall become the property of the lessor.]

At June 30, 1916, the guaranty fund consisted of:

Name of corporation	Description of security	Date of maturity	Par value
Brooklyn City R. R. Co.....	1st consol. mtge. 5% bonds.....	1941	\$1,627,000
Brooklyn, Queens Co. & Suburban R. R. Co.....	1st mtge. 5% bonds.....	1941	2,000,000
Brooklyn City R. R. Co.....	Refunding mtge. 4% bonds.....	1956	125,000
Brooklyn Rapid Transit Co.....	1st mtge. 5% bonds.....	1945	25,000
Brooklyn Rapid Transit Co.....	1st refunding mtge. 4% bonds....	2002	250,000

Stockholders and Members.—Total voting power of all members of the respondent, 1,200,000, each holder of \$10 par value of capital stock having one vote. Total number of stockholders on April 5, 1916, 1,378, of whom 1,127 holding 1,088,300 shares resided in New York State. Total number of votes cast at last general meeting, January 10, 1916, 718,359½: Frank Lyman and Harold T. White cast 277,553 votes jointly in behalf of corporate members, 437,406½ jointly in behalf of individual members, and 3,000 jointly in behalf of themselves; Harold T. White cast 200 votes in behalf of individual members and 200 in behalf of himself.

[The principal stockholders, as reported on June 30, 1909, were as follows: Mutual Life Insurance Company, New York City, \$1,237,000; Equitable Life Assurance Society, New York City, \$466,810; Emily A. Watson, New York City, \$300,000; Estate of J. J. Studwell, Brooklyn, \$277,500; Moffat and White, New York City, \$248,580; David G. Legget, Brooklyn, \$241,500; Charles Pratt and Company, New York City, \$190,500; Lucy D. Rice, Massachusetts, \$190,000; Robert Walton Goelet, New York City, \$180,000; W. A. and A. M. White, New York City, \$153,220; Estate of Ludvic Benet, New York City, \$150,400; Continental Fire Insurance Society, New York City, \$140,000; Charlotte B. Wilbour, New York City, \$120,000; Samuel B. Bowne, New York City, \$110,930; William Rockefeller, New York City, \$110,000.]

Important Changes during the Year.—Issued to Brooklyn Rapid Transit Co., \$200,000 par value of refunding mortgage 50-year 4 per cent bonds at par, to refund an equal amount of New Williamsburgh & Flatbush Railroad Company's first mortgage 4½ per cent bonds maturing July 1, 1916. Respondent paid \$200,000 to Brooklyn Heights Railroad Co. during the year, thereby completing its obligations under the agreement of October 23, 1913.

BALANCE SHEET

June 30, 1915		June 30, 1916		Increase or (D) decrease
ASSETS SIDE				
\$24,036 83	Cash.....	\$52,577 13		\$28,540 30
156,335 69	Special deposits.....	360,411 75		204,076 06
316,333 34	Accounts receivable ¹	312,583 34	D	3,750 00
401 01	Interest and dividends receivable.....	402 29		1 28
25,809 66	Other current assets ²	26,067 58		257 92
36,500 00	Miscellaneous investments.....	36,500 00		
19,813,000 00	" Fixed Capital, December 31, 1908 "...	19,813,000 00		

¹ Represents rent accrued under lease.

² Represents a purchase money mortgage of \$25,000 and interest accrued thereon.

The Brooklyn City Railroad Company

BALANCE SHEET — Continued

June 30, 1915	ASSETS SIDE — Continued	June 30, 1916	Increase or (D) decrease
\$8,362,377 63	Track roadway and electric line construction.....	\$8,362,377 63	.....
5,863,805 43	Real estate and buildings, etc.....	5,863,805 43	.....
4,729,316 94	Equipment: Cars, machinery, etc....	4,729,316 94	.....
858,000 00	Construction items under agreement of October 23, 1913.....	858,000 00	.....
.....	Prepayments — Interest.....	509 63	\$509 63
200,000 00	Other suspense.....	.....	D 200,000 00
<u>\$20,572,416 53</u>	<u>Total.....</u>	<u>\$20,602,051 72</u>	<u>\$29,635 19</u>
LIABILITIES SIDE			
\$200,000 00	Due Brooklyn Heights R. R. Co.....	.....	D \$200,000 00
100,000 00	Miscellaneous bills payable.....	\$100,000 00	.....
349 29	Miscellaneous accounts payable ¹	283 11	D 66 18
168,283 34	Interest accrued on funded debt.....	168,808 36	525 02
1,960 42	Interest accrued on unfunded debt.....	.....	D 1,960 42
3,885 69	Dividends declared.....	3,686 73	D 198 96
32,770 10	Other unfunded debt.....	32,793 39	23 29
6,925,000 00	Mortgage bonds.....	7,125,000 00	200,000 00
26,842 21	Owing to lessee company for betterments.	26,323 02	D 519 19
12,000,000 00	Capital stock.....	12,000,000 00	.....
858,000 00	Capital expenditures from surplus.....	858,000 00	.....
255,325 48	Corporate surplus.....	287,157 11	31,831 63
<u>\$20,572,416 53</u>	<u>Total.....</u>	<u>\$20,602,051 72</u>	<u>\$29,635 19</u>

Contingent Assets.— "According to agreement of March 20, 1896, at the expiration or sooner termination of the lease between The Brooklyn City Railroad Company and The Brooklyn Heights Railroad Company, dated February 14, 1893, the latter company will on demand pay to the Brooklyn City Railroad Company the sum of \$30,000; said sum having been previously received from the Nassau Electric Railroad Company for certain trackage privileges (during existence of charter of The Brooklyn City Railroad Company) and used by The Brooklyn Heights Railroad Company in the construction of a machine shop upon property (52d and 53d streets, First and Second avenues) leased to the said Heights Company."

"The entire issue of \$2,000,000 par value of capital stock of the Brooklyn, Queens County & Suburban Railroad Company, is deposited in escrow with the People's Trust Company, Brooklyn, New York, Trustee, and will at the expiration or sooner termination of the lease between The Brooklyn City Railroad Company and The Brooklyn Heights Railroad Company, dated February 14, 1893, become the sole and exclusive property of The Brooklyn City Railroad Company, according to the terms of an agreement entered into by the Brooklyn, Queens County & Suburban Railroad Company, The Long Island Traction Company, and The Brooklyn City Railroad Company, dated January 16, 1894."

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.—(For details, see abstract of the Brooklyn Heights Railroad Co.)

Miscellaneous Investments

Free Investments	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
Harris real estate mtge., 5%, due 1903....	\$5,000 00	\$5,000 00	\$5,000 00	\$250 00
Sherrill real estate mtge., 5%, due 1902...	10,000 00	10,000 00	10,000 00	500 00
Arons real estate mtge., 5½%, due 1917...	7,000 00	7,000 00	7,000 00	385 00
Craig real estate mtge., 5%, no due date..	6,000 00	6,000 00	6,000 00	300 00
Conway real estate mtge., 5%, due 1918..	4,000 00	4,000 00	4,000 00	200 00
Hill real estate mtge., 4½%, due 1917.....	4,500 00	4,500 00	4,500 00	202 50
<u>Total.....</u>	<u>\$36,500 00</u>	<u>\$36,500 00</u>	<u>\$36,500 00</u>	<u>\$1,837 50</u>

¹ Consists of nine months' note due July 1, 1916, \$50,000; 12-months' note due October 1, 1916, \$50,000.

² Represents normal income tax withheld.

The Brooklyn City Railroad Company

Special Deposits.— Coupon, \$156,725.02; dividend, \$3,686.73; to redeem \$200,000 par value of New Williamsburgh & Flatbush Railroad Co. bonds, \$200,000; total, \$360,411.75.

Securities

Particulars of Stock and Funded Debt	Common stock	New Williamsburgh & Flatbush R. R. Co. 1st mtgs. bonds	Brooklyn City R. R. Co. first consolidated mortgage bonds	Brooklyn City R. R. Co. refunding mortgage bonds
Nominal date of issue...	_____	Feb. 1, 1877	July 1, 1891	Aug. 1, 1906
Date of maturity.....	_____	July 1, 1916	July 1, 1941	* Aug. 1, 1956
Interest, rate and dates..	_____	4½%, Feb. & Aug.	5%, Jan. & July	4%, Feb. & Aug.
Denominations.....	1 share = \$10	\$500 & \$1,000	\$500 & \$1,000	\$1,000 00
Authorized by company.	\$12,000,000 00	200,000 00	6,000,000	7 6,925,000 00
By public authority...	12,000,000 00	200,000 00	6,000,000	[725,000]
Actually issued, prior to year.....	12,000,000 00	200,000 00	6,000,000	725,000 00
Cash realized.....	12,000,000 00	200,000 00	6,221,341	725,000 00
Actually issued during year.....	.....	.....	.....	200,000 00
Cash realized.....	.....	.....	.....	200,000 00
Actually outstanding....	12,000,000 00	200,000 00	6,000,000	925,000 00
Interest accrued and divi- dends declared.....	960,000 00	9,000 02	300,000	29,000 00
Interest charged to in- come.....	_____	9,000 02	300,000	29,000 00
Interest and dividends paid.....	960,198 96	9,000 00	299,475	29,000 00
Interest and dividends not due.....	.....	.....	.....	12,083 34
Interest and dividends matured and unpaid..	3,686 73	3,750 02	152,975	.....
Market prices: Highest, lowest, last sale.....	185, 166, 184	_____	102½, 100½, 102	_____
Trustees under mortgages	_____	A. N. Weller and Philip Reilly	Kings County Trust Co., Brooklyn	Brooklyn Trust Co.

Owing to Lessee Company for Additions and Betterments.— Under the provisions of the lease, "proceeds of unused real estate sold are to be expended only for capital purposes — certain additions or improvements as agreed upon by lessor and lessee.

"When real estate is released by Lessee and sold by Lessor, the Lessor credits proceeds to account 'Proceeds of Sales of Unused Real Estate' and pays same later, with any interest received, to the Lessee upon certification of expenditures made for certain additions or improvements as agreed upon. Often purchase money mortgages (made to Lessor) are taken by consent of Lessee and Lessor in part payment. In that case the cash balance is turned over to Lessee as stated above and Lessor retains mortgage, accruing interest thereon and crediting same direct to account 'Proceeds of Sales of Unused Real Estate.' At maturity of mortgage, principal and interest are turned over to Lessee as stated above. On December 8, 1915, [the lessor] turned over to lessee, \$2,061.70 to apply on cost of line and track buildings, on Nostrand avenue, between President and Carroll streets, being interest on purchase money mortgage belonging to account 'Proceeds of Sales of Unused Real Estate.' Balance in said account, June 30, 1916, comprised of: Purchase money mortgage, \$25,000; interest accrued thereon, \$1,067.58; cash, \$255.44; total, \$6,323.02."

Other Unfunded Debt.— Outstanding passenger tickets, \$1,995.95; Palmetto street sewer fund, \$797.44; Nassau Electric Railroad Co., traffic fund, \$30,000; total, \$32,793.39.

* Redeemable at 110 after July 1, 1915.

7 [Authorized August 1, 1906 to retire the entire bonded indebtedness of the Brooklyn City Railroad Co. and merged companies as the same mature.]

The Brooklyn City Railroad Company
INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Rent accrued from lease of road and equipment, \$1,544,994.26; interest, \$4,149.70.....	\$1,549,143 96	D \$1,153 53
Non-operating revenue deductions — organisation expenses..	12,110 89	D 1,368 52
Gross income applicable to corporate and leased properties...	\$1,537,033 07	\$214 99
Deductions from gross income: Interest accrued on funded debt, \$338,000.02; interest on unfunded debt, \$7,201.50....	345,201 52	D 13,112 73
Net corporate income.....	\$1,191,831 55	\$13,327 73

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$255,325 48
Balance for year transferred from income.....	1,191,831 55
Dividend adjustment.....	08
Total.....	\$1,447,157 11
Dividends declared, 8% on \$12,000,000 capital stock.....	\$960,000 00
Amount paid to lessee under agreement of October 23, 1913..	200,000 00
	1,160,000 00
Surplus, June 30, 1916.....	\$287,157 11

Rents Accrued from Lease of Road and Equipment.— From Brooklyn Heights Railroad Company, 10 per cent on \$12,000,000 capital stock, \$1,200,000; interest on funded debt, \$338,000.02; allowance for organisation expenses, \$6,000; allowance for office rental, including telephone, \$894.24, for storage rental, \$100; total, \$1,544,994.26.

Officers.— President, Frank Lyman; Vice-President, Richard L. Edwards; Secretary and Treasurer, Z. E. Watson; Counsel, Guthrie, Bangs & Van Sinderen.

Directors.— Wm. N. Dykman, Richard L. Edwards, Crowell Hadden, Seymour L. Husted, Jr., George E. Ide, Frank Lyman, Charles M. Pratt, Hiram R. Steele, James Timpeon, Harold T. White, Frederick L. Allen, Henry F. Noyes, Alfred R. Horr.

Main Business Office.— 44 Court street, Brooklyn, N. Y.

Report verified by Z. E. Watson, Treasurer, September 29, 1916.

BROOKLYN EASTERN DISTRICT TERMINAL*

STEAM RAILROAD

History.— Incorporated Nov. 4, 1915 (as a freight terminal company) pursuant to section 53 of the Public Service Commissions Law and article 10A of the Transportation Corporations Law. Merged with the Brooklyn Eastern District Terminal (incorporated June 22, 1906, as a navigation corporation) and the East River Terminal Railroad (incorporated Nov. 19, 1907, as a steam railroad corporation)¹ on June 1, 1916, on the order of the Public Service Commission for the First District, made May 18, 1916.

Stockholders and Members.— Total voting power of all members of the company, 1,100, each holder of \$100 par value of stock having one vote; total number of stockholders, 1. All of the stock is held by Havemeyers & Elder, Inc.

Important Changes during the Year.— Respondent acquired on June 1, 1916, the franchises, rights and privileges theretofore held by the two merged corporations.

* See also abstract of East River Terminal Railroad, page 593.

¹ See Documentary History of Railroad Companies. P. S. C. Report 1913, vol. V, page 385. Also case No. 2044.

**Brooklyn Eastern District Terminal
BALANCE SHEET**

ASSETS SIDE		June 30, 1916
Investment in road and equipment.....		\$23,811 91
Improvements on leased railway property.....		1,149 37
Cash.....		81,821 05
Special deposits.....		8,000 00
Traffic and car-service balances receivable.....		155,259 41
Net balance receivable from agents and conductors.....		13,059 87
Miscellaneous accounts receivable.....		18,585 53
Material and supplies.....		23,844 96
Interest and dividends receivable.....		53 34
Working fund advances.....		800 00
Rents and insurance premiums paid in advance.....		18,260 37
Other unadjusted debits.....		2,328 58
Total.....		\$346,974 39
LIABILITIES SIDE		
Capital stock.....		\$110,000 00
Due to affiliated companies — open accounts.....		5,250 00
Audited accounts and wages payable.....		18,123 35
Unmatured rents accrued.....		172,140 00
Tax liability.....		24,130 02
Accrued depreciation — road.....		6,663 51
Accrued depreciation — equipment.....		88 21
Other unadjusted credits.....		9,879 46
Appropriated surplus not specifically invested.....		749 84
Total.....		\$346,974 39

Investment in Road and Equipment.— Engineering, \$250; land for transportation purposes, \$102.53; grading, \$212; ties, \$989.82; rails, \$5,250; other track material, \$1,130.87; ballast, \$139; track laying and surfacing, \$1,566.46; crossings and signs, \$728; roadway small tools, \$47.14; automobile, \$420.29; law expenses, \$2,900; stationery and printing, \$334; taxes, \$69.50; other expenditures, \$9,672.30; total, \$23,811.91.

Special Deposits.— Pennsylvania Railroad 4 per cent bonds, due 1948; par value and amount at which carried on books, \$3,000; New York City 4 per cent bonds, due 1958; par value and amount at which carried on books, \$5,000; total, \$8,000. These bonds are held by the New York City Comptroller.

Capital Stock.— Common; authorized, 5,000 shares, par value, \$100 each; amount issued, \$110,000 par value to acquire the stock of the two merged companies, \$100,000 par value being issued for purchase of stock of Brooklyn Eastern District Terminal (old company), share for share, and \$10,000 par value for purchase of stock of East River Terminal Railroad, share for share; actually outstanding, \$110,000; none held by or on behalf of respondent; no dividends paid or declared.

Reserves.— Accrued depreciation of road: Credit balance, June 1, 1916, \$6,409; charged to operating expenses and credited to reserve, \$254.51; (this to amortize general expenditures, included in cost of road over the life of the present franchise, proportional charge during the month, \$82.12; and to amortize over the same period 25 per cent of the balance of the cost of the road, proportional charge during the month, \$16.48; improvements on leased property approximately 13½ per cent every six months, charged for the period, \$155.91) credit balance, June 30, 1916, \$6,663.51.

Accrued depreciation of equipment: 8½ per cent per month, accrued during the month, \$38.12, credit balance, June 30, 1916, \$38.21.

**Brooklyn Eastern District Terminal
INCOME STATEMENT**

	Net amount for the month of June, 1916
Railway operating revenues:	
Freight.....	\$99,573 57
Water transfers — freight.....	382 01
Storage — freight.....	2,446 49
Demurrage.....	778 00
Rents of buildings and other property.....	816 10
Miscellaneous.....	2,703 49
Total railway operating revenue.....	\$106,690 66
Railway operating expenses:	
Maintenance of way and structures.....	\$7,749 49
Maintenance of equipment.....	6,873 39
Traffic expenses.....	347 78
Transportation expenses.....	38,146 97
General expenses.....	4,082 17
Total railway operating expenses.....	\$57,199 80
Net operating revenues.....	\$49,490 86
Taxes accrued.....	4,598 44
Operating income.....	\$44,901 42
Non-operating income: From funded securities, ² \$26.67; from unfunded securities and accounts, \$436.16.....	462 83
Gross income.....	\$45,364 25
Deductions from gross income:	
Rent for floating equipment.....	\$80 00
Rent for leased roads ³	44,896 98
Miscellaneous rents.....	1,010 00
Total deductions from gross income.....	\$45,986 98
Net corporate loss.....	\$622 73

Profit and Loss Account

	Amount
Unrefundable overcharges, Cr.....	\$1,000 00
Debit balance transferred from income.....	\$622 73
Miscellaneous appropriations of surplus.....	377 27
Total debits.....	1,000 00

Miscellaneous Rent Deductions.— Force estate, foot of Warren street, Jersey City, from L. B. Sanderson, Trustee, \$375; Gautier estate, foot of Warren street, Jersey City, from New Jersey & New York Realty & Imp. Co., \$450; North 6th street and North 7th street, Brooklyn, next to Bulkhead, E. R., from Brooklyn Cooperage Co., \$125; use of passageway between Kent avenue S. H. and Wythe avenue cooperage, from Brooklyn Cooperage Co., \$60; total, \$1,010.

² Interest on Pennsylvania Railroad 4 per cent bonds and New York City 4 per cent bonds.

³ Annual rent of \$364,500 under lease with Havemeyers & Elder, Inc., plus depreciation and taxes

Brooklyn Eastern District Terminal
DESCRIPTION OF ROAD AND EQUIPMENT

Mileage.— Miles of track operated, 10.33; consisting of 5 miles of first track owned in New York State, .49 mile of first track leased in New York state, 8.84 miles of yard track and sidings leased in New York state, and .5 mile of first track leased in New Jersey.

Detail of Track.— Gage, 4 feet, 8 inches; weight of rail, 60 and 75 pounds per yard. Cross-ties, Georgia pine; size, 7 inches by 9 inches by 8 feet spacing, 20 inches. Ballast, stone.

Grade Crossings.— With electric or street railroads, 2, protected by both gates and flagmen; with streets, avenues, and highways, 9, whereof, 4 protected by both gates and flagmen, 3 protected by flagmen alone, part time only, and 2 unprotected.

Equipment.— 10 steam locomotives, 4 steamboats and tugboats, and 19 barges, canal boats and carfloats, all leased.

OPERATING STATISTICS

Operating Ratio.— 53.6 per cent.

Freight Traffic.— Total tons of revenue freight, 150,990, whereof 70,568 (21,166 within New York state) outbound and 80,422 (7,872 within New York state) inbound.

Revenue Freight Carried during the Year.— Tons — Products of agriculture, 32,621; products of animals, 1,394; products of mines, 16,010; products of forests, 3,841; manufactures, 40,501; merchandise and miscellaneous, 56,623; total, 150,990.

Accidents.— Two employees were injured in non-train accidents.

Employees and Wages

CLASS OF EMPLOYEES	Average number of employees in service	Number of hours on duty during month	Number of days on duty during month	Total compensation during month
General officers, \$3,000 p. a. and upwards.....	7	—	163	\$2,651 34
General officers, below \$3,000 per annum.....	2	—	48	805 33
Clerks, \$900 p. a. and upwards.....	16	3,202½	—	1,658 53
Clerks, below \$900 p. a.....	56	11,572	—	2,200 95
Messengers and attendants.....	2	—	4.3	117 00
Assistant engineers and draftsmen.....	½	—	13	54 15
M. W. & S. foremen.....	1	295	—	147 50
Section foremen.....	1	301	—	90 30
Gang and other foremen — M. E. department..	1	300	—	108 16
Machinists.....	4	1,066	—	280 39
Boiler makers.....	1	328½	—	90 39
Blacksmiths.....	1	319	—	87 80
Carpenters.....	15	2,967	—	1,316 86
Painters and upholsterers.....	1	251	—	83 67
Electricians.....	1	234	—	86 65
Car inspectors.....	1	110	—	27 50
Other skilled laborers.....	3	821	—	264 94
Mechanics' helpers and apprentices.....	7	1,754	—	442 34
Section men.....	14	3,168	—	741 04
Other unskilled laborers.....	6	1,814	—	414 53
Traveling agents and solicitors.....	½	—	13	60 66
Station service employees.....	173	45,859	—	12,094 77
Yardmasters.....	1	—	18	173 33
Yardmaster's assistants (not yard clerks).....	2	—	60	227 15
Yard engineers and motormen.....	9	2,694	—	1,077 60
Yard conductors (or foremen).....	9	2,690	—	931 15
Yard brakemen (switchmen or helpers).....	22	5,553	—	1,561 45
Hostlers.....	3	1,048	—	203 50
Enginehouse-men.....	5	1,577½	—	293 00
Crossing flagmen and gatemen.....	9	2,760	—	551 80
Floating equipment employees.....	71	27,685	—	6,210 30
Policemen and watchmen.....	13	—	390	728 05
Total.....	458	118,369½	748	\$35,282 13

Brooklyn Eastern District Terminal

Officers.— President, Henry O. Havemeyer; Vice-Presidents, F. C. Havemeyer, Chas. H. Jackson and E. C. Potter, Jr.; Secretary, J. H. McCafferty; Treasurer, F. C. Havemeyer.

Directors.— H. O. Havemeyer, F. C. Havemeyer, C. H. Jackson, E. C. Potter, Jr., Horace Havemeyer, T. A. Havemeyer.

General Office.— 129 Front street, New York City.

Report verified by Henry O. Havemeyer, President, and J. H. McCafferty, Secretary, January 19, 1917.

THE BROOKLYN HEIGHTS RAILROAD COMPANY

LESSEE OF THE BROOKLYN CITY RAILROAD COMPANY

History.— Incorporated April 1, 1887, [under the General Street Railroad Law of 1884.] The certificate of incorporation was amended, May 20, 1898 [to permit the purchase, acquisition, holding and disposition of securities of other corporations, pursuant to section 40 of the Stock Corporation Law. Operation commenced February 1, 1892].¹

The company operates the property of The Brooklyn City Railroad Company, under a 999-year lease maturing June 6, 2892, which provides for the payment by respondent of interest on lessor's funded debt of \$6,925,000, 10 per cent per annum on \$12,000,000 capital stock, and the cost of keeping up its corporate existence.

Respondent's capital stock is owned by the Brooklyn Rapid Transit Company, which acquired control on January 24, 1896, by purchase from the reorganization committee of the Long Island Traction Company. Its repair shops, power stations, etc., are leased to the Transit Development Company [another B. R. T. subsidiary through which maintenance and power supply are furnished].

Stockholders and Members.— Total voting power of all members, 2,000, each holder of \$100 par value of capital stock having one vote. Total number of members, 14, of whom 13, holding 1,999 shares, reside in New York State. The Central Trust Company of New York, trustee under the first refunding mortgage of the Brooklyn Rapid Transit Company, held 1,987 shares. Total votes cast at the last general meeting, February 3, 1916, 2,000; T. S. Williams and C. D. Meneely, authorized proxies cast 1,987 votes in behalf of corporate members, 11 in behalf of individual members and 2 in behalf of themselves.

Important Changes during the Year.— Brooklyn Rapid Transit Company's 5 per cent demand notes, amounting to \$6,694.82, were purchased, for account of Employers Liability Reserve fund.

An appropriation of \$800,000 representing net profits, was made from surplus and paid to the Brooklyn Rapid Transit Company.

A compromise settlement of the outstanding special franchise taxes, for the years 1910, 1911 and 1912, was agreed upon with the Corporation Counsel of the City of New York and the Attorney-General of the State of New York.

A franchise was acquired April 3, 1916, from the City of New York, by the Brooklyn City Railroad Company, to construct, maintain and operate a street surface railway on Fresh Pond Road, from Lutheran Cemetery line to Myrtle avenue, Borough of Queens.

Agreements were made with Luckenbach Steamboat Company and Hamburg-Amerikanische Packetfahrt Actien Gesellschaft, for construction of siding to docks at 33d and 35th streets, Brooklyn, with Gulf and Pacific Company for the construction of a spur track from Avenue N along Ralph, Mill and Kemble avenues; with Rogers and Hagerty Company to install temporary tracks across Eastern parkway and Tompkins avenue, account of subway construction; with the City of New York for construction and operation of a siding at Myrtle avenue near Woodhaven avenue; with the president of the Borough of Queens and the City of New York for the removal of snow during the winter of 1915-16, with the Bush Terminal Company, for supplying electric current, necessary for the operation of cars, between 29th and 37th streets, at 1½ cents per kw. hr., computed on a car mileage basis.

Permits were received from the Commissioner of Bridges extending from time to time the operation of cars on Williamsburg bridge for the period from September 1, 1915, to July 7, 1916.

H. R. Potts was appointed Acting Assistant Secretary, June 26, 1916.

¹ From documents on file with the Commission. See also Documentary History, in Annual Report, 1913, vol. V, pp. 206-18 and chart No. 4.

The Brooklyn Heights Railroad Company

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
	Current assets:		
\$402,917 02	Cash.....	\$410,633 86	\$7,716 34
4,307 00	Special deposits.....	5,854 00	1,547 00
	Bills receivable — due on demand (Brooklyn and North River R. R. Co.)	15,705 5 8	15,705 58
150,000 00	Bills receivable — time.....	D 150,000 00	
394,331 38	Accounts receivable ¹	217,728 92	D 176,602 46
50,203 88	Interest and dividends receivable ² ...	57,940 44	7,736 56
11,257 68	Materials and supplies.....	12,550 79	1,293 11
	Miscellaneous investments:		
12,500 00	Stocks of associated companies.....	12,504 50	4 50
50,000 00	Funded debt of associated companies..	50,000 00	
	Demand notes of Brooklyn Rapid Transit Co.....	6,684 82	6,684 82
34,765 00	Securities of non-associated companies.	34,765 00	
	Participation certificates in Brooklyn Rapid Transit insurance reserve fund	201,112 83	20,243 87
	"Fixed Capital, Dec. 31, 1908:"		
463,914 39	Lines owned.....	461,040 17	D 2,874 22
7,551,451 21	Leased lines.....	7,469,734 01	D 81,717 20
	Fixed capital installed since 1908:		
1,506 13	Street railway land.....	1,506 13	
28,172 35	Tangible street railway capital.....	32,288 44	4,116 09
2,044,258 82	Betterments on leased lines.....	2,249,754 08	205,495 26
10,089,302 90	Total fixed capital — gross.....	10,214,322 83	125,019 93
739,164 79	Less accrued amortisation.....	928,270 55	189,105 76
9,350,138 11	Total fixed capital — net.....	9,286,052 28	D 64,085 83
	Miscellaneous temporary debits:		
	Brighton Beach improvement — in litigation.....	70,946 31	55,996 70
14,949 61	Advances to Brooklyn Rapid Transit Co.....	2,450,000 00	250,000 00
2,200,000 00	Prepayments.....	59,498 80	D 18,508 29
78,007 09	Suspense.....	1,893 94	D 1,343 57
3,237 51			
<u>\$12,937,483 24</u>	<u>Total.....</u>	<u>\$12,893,871 57</u>	<u>D \$43,611 67</u>
	LIABILITIES SIDE		
	Unfunded debt:		
\$762,869 09	Taxes accrued.....	\$491,095 83	D \$271,773 26
5,698,717 86	Due associated companies.....	6,013,983 07	315,265 21
527,418 78	Miscellaneous accounts payable.....	600,192 64	72,773 86
3,550 00	Interest accrued on funded debt.....	3,400 00	D 150 00
15,833 33	Rents accrued.....	12,083 31	D 3,750 02
840 11	Due for wages and salaries.....	1,448 36	608 25
	Funded and other long-term debt:		
250,000 00	Mortgage bonds.....	250,000 00	
4,572,730 01	Certificates of indebtedness.....	4,572,730 01	
	Reserves:		
232,297 23	Casualty and insurance reserve.....	252,541 10	20,243 87
102,471 60	Other optional reserves.....	145,179 01	42,707 41
200,000 00	Common stock.....	200,000 00	
570,755 23	Corporate surplus.....	351,218 24	D 219,536 99
<u>\$12,937,483 24</u>		<u>\$12,893,871 57</u>	<u>D \$43,611 67</u>

¹Includes amount due from associated companies June 30, 1915, \$121,739 26; June 30, 1916, \$111,739.31.

²Includes interest due from associated companies: Brooklyn, Queens County and Suburban R. R. Co., 1915 and 1916, \$416.66; Brooklyn Rapid Transit Co., 1915, \$49,305.55 and 1916, \$57,042.12.

The Brooklyn Heights Railroad Company

Contingent Liabilities.— Disputed taxes, \$186,681.50; judgments on appeal, \$18,821.15; guarantees of payment of principal and interest as follows: Brooklyn, Queens County and Suburban R. R. Co., first consolidated mortgage bonds, \$2,783,000; The Nassau Electric R. R. Co., first consolidated mortgage bonds, \$9,779,000; Brooklyn Union Elevated R. R. Co., first mortgage bonds, \$7,660,000; Kings County Elevated R. R. Co., first mortgage bonds, \$5,145,000.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1915, filed by respondent:	Gross value	Same less depreciation
Real property outside streets and public places:		
Brooklyn Heights R. R. Co.....	\$160,662 89	\$92,074 08
Brooklyn City R. R. Co.....	9,932,548 94	7,017,447 32
Real property in streets — tangible:		
Brooklyn Heights R. R. Co.....	56,670 81	32,061 52
Brooklyn City R. R. Co.....	6,718,624 01	4,655,989 93
Tangible personal property:		
Brooklyn Heights R. R. Co.....	3,575,332 69	3,575,332 69
Brooklyn City R. R. Co.....	2,476,389 78	2,476,389 78
	Borough of Brooklyn	Borough of Queens
Assessed valuation for 1916 taxes:		
Real property outside streets and public places:		
Brooklyn Heights R. R. Co.....	\$91,600 00	.....
Brooklyn City R. R. Co.....	10,475,210 00	\$482,000 00
Real property (tangible and intangible) in streets:		
Brooklyn Heights R. R. Co.....	103,592 00	.....
Brooklyn City R. R. Co.....	13,064,000 00	1,619,800 00

DETAILS OF ASSETS AND DEBIT BALANCES

"Fixed Capital, December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Real estate used in operation of road.....	\$558 94	.....	\$558 94
Track and roadway construction.....	631 87	.....	631 87
Buildings and fixtures used in operation of road..	6,782 42	.....	6,782 42
Power plant equipment.....	4,054 95	.....	4,054 95
Shop tools and machinery.....	8,334 23	.....	8,334 23
Cars.....	2,433 65	.....	2,433 65
Miscellaneous equipment.....	5,126 75	.....	5,126 75
Cost of road and equipment.....	435,991 58	\$2,874 22	433,117 36
Total.....	\$463,914 39	\$2,874 22	\$461,040 17

Capital Expenditures on Leased Properties to December 31, 1908

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Engineering and superintendence.....	\$13,159 33	.....	\$13,159 33
Right of way.....	9,463 08	.....	9,463 08
Real estate used in operation of road.....	13,808 01	.....	13,808 01
Track and roadway construction.....	3,030,841 42	\$574 00	3,030,267 42
Electric line construction.....	955,068 69	64,550 53	890,518 16
Buildings and fixtures used in operation of road.....	1,175,616 48	5,703 70	1,169,912 78
Power plant equipment.....	887,798 79	10,654 92	877,143 87
Shop tools and machinery.....	94,445 35	.....	94,445 35
Cars.....	762,954 08	.....	762,954 08
Electric equipment of cars.....	604,549 58	.....	604,549 58
Miscellaneous equipment.....	260 00	234 05	25 95
Interest and discount.....	3,486 40	.....	3,486 40
Total.....	\$7,551,451 21	\$81,717 20	\$7,469,734 01

The Brooklyn Heights Railroad Company

Details of Capital Withdrawn (Owned Line).—Cost of Road and Equipment: Withdrawal of manholes from Montague street cable system, \$2,545; withdrawal of unused swing from 40 State street, \$329.22; total, \$2,874.22.

Details of Capital Withdrawn (Leased Line).—Track and Roadway: Minor withdrawals, \$574.

Electric line: Removal of cables from the Kent and Classon subway between Eastern power station and Myrtle avenue, \$15,992.90; removal of 6 C. M. wires from Sands street between Bridge substation and Pearl street, \$943.80; removal of 4/0 feeder from Willoughby street between Fulton street and Hudson avenue, \$572; removal of H. T. cables from 52d street between Third avenue and Southern power station, \$6,697.54; removal of D. C. cables from underground conduits, 52d street, Second to Third avenues, \$15,171.05; removal of cables from Southern power station, \$5,903.63; removal of cables from tunnel in 52d street between First and Second avenues, \$18,587.36; minor credits, \$682.25; total, \$64,550.53.

Buildings and fixtures: Removal of portion of building known as the Tompkins sub-station, \$3,612; amount paid account of erection of line and track building, Nostrand avenue and President street, \$2,061.70; minor credits, \$30; total, \$5,703.70.

Power plant equipment: Removal of 8-300 ampere type "B" oil switches from Tompkins sub-station, \$963.60; removal of 6 conveying belts from Southern power station, \$9,691.32; total, \$10,654.92.

Miscellaneous equipment: Withdrawal of emergency wagon No. 2, \$234.05.

Fixed Capital Installed since December 31, 1908, on Street Railways Owned

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Right of way.....				\$255 80
Other street railway land.....				1,250 33
Ballast.....				16 05
Ties.....				506 76
Rails, rail fastenings, and joints....	\$425 54			1,308 93
Special work.....	1,240 61			3,616 03
Track laying and surfacing.....	176 52			3,121 73
Paving.....	16 70			1,890 53
Roadway tools.....				3 84
Interlocking and other signal apparatus.....				34 77
Poles and fixtures.....	1,350 48			2,809 52
Underground conduits.....				8 00
Distribution system.....	478 58			6,557 37
Stations, waiting rooms and miscellaneous buildings.....				3,893 91
Revenue cars.....	4 40			2,896 77
Electric equipment of cars.....				3,042 26
Other rail equipment.....	276 76			894 68
Miscellaneous equipment.....	146 50			1,687 29
Total.....	\$4,116 09			\$33,794 57

Fixed Capital Installed since December 31, 1908, on Street Railways Leased

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchises.....	* Cr. \$1,313 27			\$600 00
Patent rights.....	13 58			13 58
Other intangible street railway capital.....	* 3,632 83			3,670 53
Right of way.....	23 00			6,339 31
Other street railway land.....	1,723 91			79,471 19
Grading.....				15,184 02
Ballast.....	937 92			1,885 94
Ties.....	7,926 39			27,434 91

* A transfer of \$1,813.27 has been made by the company from Street railway franchises to Other intangible street railway capital to correct entries made in prior years.

The Brooklyn Heights Railroad Company
Fixed Capital Installed since December 31, 1908, on Street Railways Leased—Concluded

	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Rails, rail fastenings and joints.....	\$16,346 01	.....	.....	\$83,446 47
Special work.....	⁶ 28,579 73	.....	.....	51,834 23
Track laying and surfacing.....	17,993 14	.....	.....	150,913 99
Paving.....	⁶ 24,763 69	.....	.....	527,511 86
Roadway tools.....	270 11	.....	.....	794 50
Bridges, trestles, and culverts.....	155 55	.....	.....	15,371 84
Crossings, fences and signs.....	127 63	.....	.....	2,405 25
Interlocking and other signal apparatus.....	.....	.....	.....	11,172 84
Poles and fixtures.....	1,315 03	.....	.....	11,776 87
Underground conduits.....	7,989 05	.....	.....	36,187 75
Transmission system.....	14,706 53	.....	\$462 25	170,668 83
Distribution system.....	⁷ 10,072 23	.....	.....	143,715 64
Power plant buildings.....	.....	.....	.....	2,627 48
Sub-station buildings.....	.....	.....	.....	25,040 23
General office buildings and fixtures...	870 70	.....	.....	7,095 70
Shops and car houses.....	33,943 74	.....	.....	179,974 90
Stations, waiting rooms and miscel- laneous buildings.....	4,031 40	.....	.....	48,162 02
Furnaces, boilers and accessories.....	.....	.....	.....	2,871 02
Power plant electric equipment.....	.....	.....	.....	198 17
Miscellaneous power plant equipment.....	.....	.....	.....	835 06
Sub-station equipment.....	48 81	.....	.....	48,111 52
Shop equipment.....	3,090 42	.....	.....	41,829 32
Revenue cars.....	⁸ 137,231 10	.....	.....	455,493 06
Electric equipment of cars.....	⁸ Cr. 130,502 77	.....	.....	17,185 50
Other rail equipment.....	18,026 46	.....	.....	30,737 24
Miscellaneous equipment.....	9,014 59	.....	.....	38,929 33
Miscellaneous construction expendi- tures.....	.....	.....	.....	264 00
Total.....	<u>\$205,957 51</u>	<u>.....</u>	<u>\$462 25</u>	<u>\$2,249,754 08</u>

Betterments on Leasehold Properties.— Road and equipment, December 31, 1908: Balance June 30, 1915, \$7,551,451.21; retired during year, \$81,717.20; balance, June 30, 1916, \$7,469,734.01 amount recoverable from lessor by respondent, \$7,469,734.01.⁹ Road and equipment since December 31, 1908: Balance, June 30, 1915, \$2,044,258.82; installed during the year, \$205,957.51; retired during year, \$462.25; balance, June 30, 1916, \$2,249,754.08, entire amount being recoverable from lessor, Brooklyn City Railroad Co.⁹

Details of Expenditures for Improvements

Lines Owned

Construction of a single-track trolley line from Avenue N to the plant of the Gulf Refining Company and the National Lead Works.....	\$3,688 43
Minor projects less than \$500.....	427 66
Total.....	<u>\$4,116 09</u>

Lines Leased

Obtaining franchise, Fresh Pond road.....	\$500 00
Expense account obtaining franchise on Fresh Pond road.....	1,819 56
Assessment for year 1915 account sewers Madison street between Myrtle and Wyckoff avenues, and Wyckoff avenue between Madison and Halsey streets, etc.	521 20
Assessment for year 1915 account construction of sewer in the lines of 43d street from the pierhead line to the bulkhead line, Ward 2, Block 908, Lot 33.....	580 00

⁶ Includes an adjusting credit item of \$280.
⁶ Includes adjusting credit items amounting to \$56.37.
⁷ Includes adjusting credit items amounting to \$1,198.35.
⁸ A transfer of \$130,734.61 has been made by the company from Electric equipment of cars to Revenue cars to correct entries made in prior years.
⁹ The lessor company in its report to the Commission denies its liability under the lease for the entire amount reported by the lessee as recoverable from the lessor.

The Brooklyn Heights Railroad Company

Paving railroad area.....	\$2,200 70
Installation of one Ingersoll-Rand air compressor for use at Crosstown depot....	745 00
Installation of 490 rolled-steel wheels in place of cast-iron wheels on car trucks....	4,865 20
Installation of new 5,000,000 c. m. cables and cable changes at Tompkins sub-station	8,768 53
Installation of two 350,000 c. m. high-tension cables between Williamsburg power station and Hudson sub-station.....	8,938 83
Installation of additional racks and shelving in record rooms at line and track building.....	722 18
Installation of 154 complete and 100 partial air-brake equipments on 254 D. T. cars	791 78
Construction work account alteration of 52d street storeroom.....	2,106 67
Installation of safeguards around machinery at 52d street shop.....	1,269 89
Installation of safeguards around machinery at Flatbush, Maspeth, 58th street and Ridgewood shops.....	764 00
Installation of one 350,000 c. m. sector cable from Williamsburg power station to Hudson sub-station.....	10,661 49
Running two 2,000,000 c. m. cables from Tompkins sub-station to Kings County "L" structure.....	615 58
Extending twelve of the storage tracks in rear of Flatbush depot and construction of an 8-ft. tight board fence around property.....	2,943 01
Installation of improvements to provide storage and operating yard at Fresh Pond Surface Car depot.....	59,097 09
Installation of overhead work over new track, special work, etc. on Lutheran line at Fresh Pond road.....	953 99
Installation of one rotary press for printing transfers at press shop.....	8,661 78
Installation of improved paving in Grand street between Kent and Marcy avenues.	1,884 97
Installation of 7-inch 105-lb. rail, etc., in place of 9-inch 94-lb. rail, etc., in Gates avenue between Franklin and Reid avenues.....	3,438 38
Installation of improved paving in Greenpoint avenue between Oakland street and Kingaland avenue.....	1,178 69
Installation of 7-inch 105-lb. rail, etc., in place of 9-inch 98½-lb. rail, etc., in Grand street between Marcy avenue and Hooper street.....	1,154 51
Purchase of six snow sweepers, No. 9831 to No. 9836 inclusive.....	12,974 76
Installation of improved paving in Second avenue between 43d and 52d streets..	1,902 25
Installation of improved paving in Throop avenue between Broadway and Gerry street.....	1,018 82
Installation of 7-inch 105-lb. rail, etc., for 9-inch 94-lb. tram rail, etc., in Fulton street between Reid avenue and Williams place.....	14,527 35
Construction of an administration building at Fresh Pond road surface terminal..	17,357 50
Installation of safety interlocking system applied to 28 doors of three elevator shafts in general office building.....	870 26
Installation of buffer shields on 667 surface passenger and 63 miscellaneous cars..	973 70
Installation of 7-inch 105-lb. groove girder rail for 9-inch 98½-lb. rail, etc., in Park avenue between Navy street and Washington street.....	6,978 87
Installation of improved paving in Thirteenth avenue between 75th and 79th streets	2,565 81
Installation of two portable steel buildings at 52d street dock.....	726 94
Installation of 7-inch 105-lb. rail, etc., for 94-lb. rail, etc., Nostrand avenue between Bergen street and Eastern parkway.....	5,989 91
Installation of standard right-hand crossover on the North Beach line south of Astoria.....	1,402 86
Substitution of 2/0 high strength for 3/0 phono trolley wire, Gates Avenue line, Fulton street to Myrtle avenue.....	Cr. 831 51
Installation of 7-inch rail, etc., for 9-inch rail, etc., Nostrand avenue between Stockton street and Vernon avenue.....	557 17
Construction of manholes and underground conduits leading from proposed South Sixth street sub-station.....	7,664 10
Direct-current underground cables from the South 6th street sub-station.....	1,310 47
Installation of a single left-hand branch-off in Second avenue at 34th street.....	1,612 86
Construction of a double-track trolley line, exclusive of overhead work on Fresh Pond road between Lutheran Elevated Railroad and Myrtle avenue.....	4,841 05
Installation of poles, feeders and overhead work for new line on Fresh Pond road..	1,613 76
Minor projects less than \$500.....	7,217 60
Total.....	\$205,957 51

The Brooklyn Heights Railroad Company

Franchises Acquired during the Year.—To operate an extension upon and along Fresh Pond road, from the Lutheran Cemetery line to Myrtle avenue, Borough of Queens, for a period of 20 years; cost and amount at which carried on books, \$500.

Patent Rights Acquired during the Year.—From R. P. Williams, an improved method of fastening hard centre plates in special work, for a period of 17 years at a cost of \$13.53.

Miscellaneous Investments

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Free investments</i>				
Brooklyn, Queens County and Suburban R. R. Co., first consolidated 5% mortgage bonds.....	\$50,000 00	\$50,000 00	\$50,000 00	\$2,500 00
Brooklyn and North River R. R. Co., capital stock.....	12,500 00	12,504 50	12,504 50	.....
Brooklyn Rapid Transit 4½% participation certificates in insurance reserve fund....	201,112 83	—	201,112 83	\$ 8,139 06
Brooklyn Rapid Transit Co. 5% demand notes.....	6,684 82	6,684 82	6,684 82	328 79
<i>Bound investments</i>				
City of New York 4½% corporate stock, due 1960. ¹¹	34,000 00	34,765 00	34,765 00	1,445 00
Total.....	\$304,297 65	—	\$305,067 15	\$12,412 85

*Advances to Associated Companies.*¹²—Brooklyn Rapid Transit Co.: Balance June 30, 1915, \$2,200,000; advanced during year, \$950,000; reimbursed during year, \$700,000; balance June 30, 1916, \$2,450,000; interest accrued during year, at 5 per cent, \$135,124.99; interest received during year, \$127,717.21.

Special Deposits.—Coupon special deposits, \$275; for Roebling street franchise, \$500; with State Industrial Commission, \$3,379; Fresh Pond road guaranty, \$1,700; total, \$5,854.

Materials and Supplies.—Transfer printing supplies, \$4,502.21; badges and punches, \$7,959.46; goggles, \$89.12; total, \$12,550.79.

Prepayments.—Car licenses and capital stock tax, \$23,681.63; insurance, \$32,723.26; rents, \$1,500; interest on special franchise tax, 1907-8-10, \$812.08; sundries, \$781.83; total, \$59,498.80.

DETAILS OF LIABILITIES AND CREDIT BALANCES

Particulars of Stock and Funded Debt	Securities	
	Common stock	First mortgage bonds
Nominal date of issue.....	—	April 1, 1891
ate of maturity.....	—	April 1, 1941
Interest, rate and dates.....	—	5%, Apr. & Oct.
Denominations.....	1 share = \$100	\$1,000
Authorized by company.....	\$200,000	250,000
By public authority.....	200,000	250,000
Actually issued, prior to year.....	200,000	250,000
Cash realized.....	200,000	250,000
Actually outstanding.....	200,000	250,000
Interest accrued and dividends declared.....	.....	12,500
Interest charged to income.....	—	12,500
Interest and dividends paid.....	.....	12,650
Interest and dividends not due.....	.....	3,125
Interest and dividends matured and unpaid.....	.....	275
Trustee under mortgage.....	—	Peoples Trust Co., Brooklyn

¹⁰ Added to principal.

¹¹ Deposited with State Industrial Commission.

¹² In addition there are included in the balance sheet under accounts receivable, amounts due from associated companies as follows: The Nassau Electric R. R. Co., \$15,786.18; Brooklyn, Queens County and Suburban R. R. Co., \$6,865.65; Coney Island and Gravesend Ry. Co., \$261.99; Coney Island and Brooklyn R. R. Co., \$6,028.71; New York Consolidated R. R. Co., \$57,600.93; South Brooklyn Ry. Co., \$7,271.43; Transit Development Co., \$11,237.36; Brooklyn Rapid Transit Co., \$109.70; New York Municipal Railway Corporation, \$2; The Brooklyn and North River R. R. Co., \$6,575.36; total, \$111,739.31.

The Brooklyn Heights Railroad Company

Bills and Accounts Owring to Associated Companies.—Certificates of indebtedness issued on account of the Brooklyn City Railroad Co., payable on demand and bearing interest at 6 per cent, owned by Brooklyn Rapid Transit Co., \$4,572,730.01; interest accrued during year, \$274,363.80; interest paid, \$137,181.90. Loan from Brooklyn Rapid Transit Co., due February 14, 2892, (the nominal date of termination of the lease of the Brooklyn City R. R. Co.) to the Brooklyn Heights R. R. Co., or at prior termination of the lease according to its terms bearing interest at 6 per cent, \$5,380,476.79; interest accrued during year, \$322,828.60; interest paid, \$161,414.30. Due on open account, for which no interest is charged; Brooklyn Rapid Transit Co., \$333,070.41; Transit Development Co., \$290,114.49; Nassau Electric R. R. Co., \$4,743.85; South Brooklyn Ry. Co., \$196.88; Coney Island and Gravesend Ry. Co., \$1,361.93; New York Consolidated R. R. Co., \$75.55; Coney Island and Brooklyn R. R. Co., \$2,792.67; Brooklyn, Queens County and Suburban R. R. Co., \$1,150.50; total, \$633,506.28.

Taxes Accrued.— See schedule supporting Income Statement.

Title of Reserve	Reserves			
	Credit balance June 30, 1915	Credits during year	Debits during year	Credit balance June 30, 1916
Accrued amortization of capital.....	\$789,164 79	\$203,511 57	\$14,405 81	\$928,270 55
Fire insurance fund.....	51,428 27	.....	.....	51,428 27
Insurance participation reserve.....	180,868 96	20,243 87	.....	201,112 83
Other optional reserve ¹²	81,435 38	.....	1,607 52	79,827 86
Employees' liability fund.....	5,481 03	1,542 66	777 84	6,245 85
<hr/>				
Suspense credit balances:				
Unearned rentals.....				\$6,441 66
Brighton Beach improvement.....				4,664 43
Atlantic, Gulf and Pacific Co.....				6,800 00
Charles Crawford judgment.....				29,679 42
Miscellaneous minor accounts.....				11,519 79
				<hr/>
Total.....				\$59,105 30
				<hr/>

INCOME STATEMENT

[The excerpts from the various operating agreements of the companies in the Brooklyn Rapid Transit system on pages 547ff. should be consulted for a clearer understanding of the operating data given in this abstract.]

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue.....	\$8,438,993 37	\$195,276 60
Other operating revenue.....	205,003 89	D 20,509 68
	<hr/>	<hr/>
Total operating revenue.....	\$8,643,997 26	\$174,766 92
	<hr/>	<hr/>
Operating expenses:		
Maintenance of way and structures.....	\$945,167 23	\$21,870 95
Maintenance of equipment.....	742,631 43	17,184 35
Power purchased.....	519,100 46	D 30,011 15
Operation of cars.....	2,383,681 30	56,716 88
Injuries to persons and property.....	292,565 69	D 19,197 70
Other general expenses.....	215,537 42	D 20,346 10
	<hr/>	<hr/>
Total operating expenses.....	\$5,098,683 53	\$26,217 23
Taxes accrued.....	489,439 38	32,365 08
	<hr/>	<hr/>
Total revenue deductions.....	\$5,588,122 91	\$58,582 31
	<hr/>	<hr/>
Operating income.....	\$3,055,874 35	\$116,184 61

¹² [Purpose, as stated in 1913 report, is " any contingency."]

The Brooklyn Heights Railroad Company
INCOME STATEMENT — *Continued*

	Net amount for year	Increase or (D) decrease
Non-operating income: Rent accrued from lease of road and equipment, \$36,109.27; miscellaneous rent revenue, \$11,886.65; interest on loan (B. R. T. Co.), \$135,124.99; interest on Brooklyn City R. R. Company's obligation, \$1,875; on Brooklyn and North River R. R. Company's loan, \$501.88; on Brooklyn, Queens County and Suburban R. R. Company's mortgage bonds, \$2,500; on New York City corporate stock, \$1,445; on bank balances, \$9,661.25; profits from operations of others, ¹⁴ \$33,-663.53; miscellaneous non-operating revenues, \$116.84; less non-operating revenue deductions (repairs, water charges and non-operating taxes), \$7,467.48.....	\$225,416 98	D \$29,243 84
Gross income applicable to corporate and leased properties.....	<u>\$3,281,291 33</u>	<u>\$86,940 77</u>
Deductions from gross income:		
Interest on funded debt.....	\$12,500 00	.....
Other interest deductions (on obligations to associated companies, \$597,192.40; on taxes, \$36,229.50; on badge and punch deposits, \$1,368.79).....	634,790 69	35,898 17
Rent deductions (for lease of other road and equipment, \$1,884,471.76; track and terminal privileges, \$13,490.40; miscellaneous rents, \$144.19).....	1,898,106 35	D 1,056 55
Other contractual deductions (income tax on bond interest assumed).....	74 75	1 75
Total income deductions.....	<u>\$2,545,471 79</u>	<u>\$34,843 37</u>
Net corporate income.....	<u>\$735,819 54</u>	<u>\$52,097 40</u>

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$570,755 23
Balance for year transferred from income.....	735,819 54
Cancellation of accrual for rental of land from Union Ferry Co.....	15,208 34
C. Crawford, judgment: Interest from August 10, 1907, to December 23, 1912, included in judgment.....	12,154 59
Excess reserve for special franchise taxes.....	56,547 27
Bush Terminal Company, for use of facilities supplying power on Second avenue..	965 71
Minor additions.....	9 00
Total credits.....	<u>\$1,391,459 68</u>
Amortization elsewhere unprovided for:	
Loss on portion of building displaced, Tompkins sub-station..	\$1,806 00
Loss on manholes, from Montague street.....	1,482 46
Loss on cables, Kent and Classon subway.....	2,303 19
Loss on six belts sold.....	3,842 17
Loss on D. C. cables, 52d street.....	2,690 29
Loss on cables, South power station.....	1,411 53
Loss on cables, 52d street.....	1,805 58
Loss on other capital retired.....	2,000 45
Transfer of surplus to Brooklyn Rapid Transit Co.....	800,000 00
Bad debts written off.....	165 23
Other deductions from surplus:	
Inadequate reserve for special franchise taxes, 1905 to 1909 and 1912.....	25,402 69
Interest on balance of special franchise taxes, 1907, 1908, 1910, 1911, 1912.....	189,178 24
Sundry charges allowed Crawford Company during litigation, detail not available.....	7,924 98
Minor deductions.....	228 63
Surplus, June 30, 1916.....	<u>\$351,218 24</u>

¹⁴ Represents respondent's proportion of net results of operation of local cars over Williamsburg Bridge. [For details of agreement, see addendum to abstract of Bridge Operating Co.]

The Brooklyn Heights Railroad Company

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Rent of buildings and other property: For rent of office building, Nassau Electric R. R. Co., \$4,000; Brooklyn, Queens County and Suburban R. R. Co., \$2,500; Coney Island and Gravesend Ry. Co., \$500; Coney Island and Brooklyn R. R. Co., \$1,200; New York Consolidated R. R. Co., \$11,000; South Brooklyn Ry. Co., \$500; Transit Development Co., \$10,500; New York Municipal Ry. Corporation, \$10,666.66; depot storage and shop facilities, Bridge Operating Co., \$2,500; ducts in subways, Edison Electric Illuminating Co., \$553.56; attachments, Edison Electric Illuminating Co., \$225.64; Flatbush Gas Co., \$7.50; New York and Queens Electric Light and Power Co., \$25.75; New York Telephone Co., \$22.44; Western Union Telegraph Co., \$6.63; American District Telegraph Co., \$20; property, Fresh Pond road, D. Petrosza, \$525; miscellaneous, \$376.22; total, \$45,129.40.

Rent of equipment: South Brooklyn Ry. Co., per diem charges for use of cars, \$2,747.75.

Rent of tracks and terminals: Trackage, Nassau Electric R. R. Co., \$25,081.02; Brooklyn, Queens County and Suburban R. R. Co., \$6,219.84; Coney Island and Brooklyn R. R. Co., \$7,012.56; Bush Terminal Co., trackage in Second avenue, \$7,011; Van Brunt street and Erie Basin R. R. Co., tracks in Hamilton avenue, \$400; South Brooklyn Ry. Co., freight trackage, \$42,639.36; New York Consolidated R. R. Co., rent of East New York "L" shop, \$20,900; total, \$109,263.78.

Advertising privileges: Broadway Subway and Home Boroughs Car Advertising Company, Inc., \$41,490.46.

Other car and station privileges: Broadway Subway and Home Boroughs Car Advertising Company, Inc., \$1,303.24.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts and concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of August 3, 1914, this company filed with the Commission amended rules of depreciation which provide 11.2 per cent of revenue from transportation for depreciation of way and structures, and 8.8 per cent for depreciation of equipment. Under this rule, \$62,189.22 was debited to depreciation of way and structures, and \$141,322.35 to depreciation of equipment.

Power Purchased.— Transit Development Co., 95,154,037 kw. hrs.¹⁵; average price per kw. hr. 0.5455 cents; total, \$519,100.46, charged to operating expenses.

Joint Facilities.— Debit: Brooklyn, Queens County and Suburban R. R. Co., 42 per cent of cost of operation of Broadway shuttle service, \$13,973.58. Credit: Bridge Operating Co., depot and shop facilities, \$2,500 (credited to rents); Bridge Operating Co., joint general expense, \$5,000; Coney Island and Gravesend Ry. Co., proportion of charge for depot facilities, etc., \$1,214.97; total, \$6,214.97 (credited to operating expenses.)

Rents Payable Charged to Operating Expenses.— Waiting rooms at 21 Greenpoint avenue, Brooklyn, \$426; and 985 Wyckoff avenue, \$49; office rent, at 250 Jackson avenue, Long Island City, \$360; starters' office, etc., 1027 Gates avenue, \$300; foot of Atlantic avenue, \$87.50; storage room, 28 Fulton street, \$132; sand box, etc., Fourth avenue between 100th and 101st street, \$120; total, \$1,474.50.

Taxes¹⁶

Class of Taxes	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land.....	\$48,588 59	¹⁷ Cr. \$10,921 09	\$41,613 60	.....
Improvements on land.....	168,231 94	124,723 53	80,107 85	.....
Corporate real estate.....	12,898 32	9,767 83	8,181 18	.....
Special franchises.....	232,676 09	195,691 43	¹⁸ 419,632 14	¹⁹ \$398,542 78

¹⁵ Calculated on monthly car mileage.

¹⁶ For the taxes included here which were charged to Bridge Operating Co., see addendum to abstract of that company's reports.

¹⁷ Credit due to adjustment of accrual for the year 1915.

¹⁸ Includes \$224,443.16 for 1911 and 1912, compromised settlement.

¹⁹ Consists of Brooklyn Heights R. R. Co., Borough of Brooklyn, \$187.99; Brooklyn City R. R. Co., Borough of Brooklyn, \$256,456.78; Borough of Queens, \$141,898.01.

The Brooklyn Heights Railroad Company

Class of Taxes	Taxes — Continued			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Personal property.....	\$967 20	= \$1,010 88	\$967 20	.....
Gross earnings, city.....	110 00	110 00	110 00	.....
Brooklyn bridge tolls.....	89,386 29	89,386 29	89,383 25	.....
Williamsburg bridge tolls....	27,977 60	= 27,977 60	28,000 10	.....
Car license.....	17,980 00	17,613 37	17,580 00	.....
State franchise tax on capital stock.....	14,550 00	= Cr. 11,850 00	14,550 00	.....
Gross earnings, state.....	88,768 82	88,768 82	87,264 15	.....
Federal income.....	20,978 14	= 20,978 14	20,978 14	.....
Total.....	\$673,112 99	= \$503,256 80	\$758,317 61	\$398,542 78

Non-Operating Revenues.— Rents accrued from lease of road and equipment: New York Consolidated R. R. Co., Lutheran Cemetery line, \$25,000; Bridge Operating Co., rent of equipment, \$1,039.11; Coney Island and Gravesend Ry. Co., rent of cars, \$900; South Brooklyn Ry. Co., rent of cars, \$9,170.16; total, \$36,109.27.

Operations of Others — Profit or Loss.— Bridge Operating Co.: Net earnings during year, \$91,073.12; respondent's share, 50 per cent, \$45,536.58; less proportion of amount paid to Coney Island and Brooklyn R. R. Co., \$8,873, and of amount paid as rent to Bridge Operating Co., \$3,000; net profit, \$33,663.58.

Miscellaneous Rent Deductions.— Rents accrued for lease of other road and equipment: Transit Development Co., respondent's share of rent of cars used on Brooklyn Bridge line, \$7,680.84; rental of 480 cars, 224 W. E. motors and 102 G. E. controllers at 10 per cent of cost, \$287,853.96; Nassau Electric R. R. Co., rental of 72 open cars, at \$1 per car per day, \$26,352; Coney Island and Gravesend Ry. Co., rental of 25 cars at 10 per cent of agreed cost, \$16,341.72; Brooklyn City R. R. Co., rent of tracks, car barns, equipment, etc., \$1,546,243.24 (10 per cent of \$12,000,000 capital stock, \$1,200,000; interest on \$6,925,000 funded debt, \$338,000; cost of keeping up corporate existence, etc., \$8,243.24); total, \$1,884,471.76.

Track and terminal privileges: Nassau Electric trackage, Livingston street-Lafayette avenue, \$5,579.63; Coney Island and Brooklyn R. R. Co., trackage, \$3,559.08; South Brooklyn Ry. Co. trackage and 39th street ferry terminal, \$1,500; New York Consolidated R. R. Co., \$500; Transit Development Co., \$970.37; Bridge Operating Co., tracks and terminals, Williamsburg Bridge, \$1,381.32; total, \$13,490.40.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically operated surface line overhead trolley

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	Total running track	Increase or (D) decrease during year
<i>Road owned by respondent under title in perpetuity</i>					
Kings County					
Avenue U, Island avenue to East 76th street...	.216	.216	.....	.432	.....
Bergen Beach loops.....	.159	.051	.198	.408	.....
East 76th street, Avenue U to Avenue X.....	.425	.425	.....	.850	.....
Island Avenue, Avenue N to Avenue U.....	.546	.546	.....	1.092	.....
Montague street, Wall street ferry to Court street.....	.503	.465	.....	.968	.....
State street, Furman street to No. 40 State....	.081	.....	.....	.081	.....
Gillen place, Jamaica avenue to Ash station....	.056	.....	.....	.053	.....
Gold street, Fulton street to Willoughby street ²¹ .	.148	.148	.....	.296	.....
Total road owned.....	2.134	1.851	.198	4.183	.....

²⁰ Charged to Outside operations.
²¹ Includes \$12,593.60, charged to Outside operations.
²² Includes \$62.94, charged to Outside operations.
²³ Excludes \$6,909.18, charged to non-operating income.
²⁴ Includes \$150 charged to Outside operations. Credit due to adjustment of accrual for year 1915
²⁵ Inclusive of the interest of joint user, The Coney Island and Brooklyn R. R. Co., first track .143 mile; second track .143 mile.

The Brooklyn Heights Railroad Company
DESCRIPTION OF ROAD AND EQUIPMENT — Continued

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	Total running track	Increase or (D) decrease during year
<i>Road of independent corporation operated by respondent under lease for a specified term (Brooklyn City R. R. Co.)</i>					
Kings County					
Avenue C, Flatbush avenue to Coney Island avenue.....	.675	.675	.....	1.350	.....
Avenue N, Flatbush avenue to Island avenue...	.802	.802	.093	1.697	.....
Box street, Manhattan avenue to Commercial street.....	.077	.064	.....	.141	.....
Bay Ridge avenue, Third avenue to Thirteenth avenue.....	1.433	1.433	.....	2.866	.....
Bedford avenue, Broadway to Manhattan avenue.....	1.176	.122	.....	1.298	.....
Bushwick avenue, Meserole street to Myrtle avenue.....	.900	.900	.....	1.800	.....
Commercial street, Franklin street to Manhattan avenue.....	.197	.197	.....	.394	.....
Classon avenue, Kent avenue to Myrtle avenue.....	.455	.455	.....	.910	.....
Columbia street, Atlantic avenue to Woodhull street.....	.731	.731	.....	1.462	.....
Court street, Fulton street to Hamilton avenue.....	1.479	1.479	.....	2.958	.....
Canarsie avenue, Church avenue to Beverly road.....	.261	.032	.....	.293	.....
Division avenue, Roebling street to Harrison avenue.....	.335	.335	.....	.670	.....
Division avenue, Lee avenue to Driggs avenue.....	.036	.036	.....	.072	.....
Driggs avenue, Division avenue to Graham avenue.....	1.366	.478	.....	1.844	.....
Eighty-sixth street, Thirteenth avenue to Twenty-fifth avenue.....	1.789	1.789	.....	3.578	.....
Fourth avenue, 99th street to Denyse place....	.108	.097	.062	.267	.....
Fifty-second street, Second avenue to New York bay.....	.456	.337	.157	.950	.....
Fifty-eighth street, Second avenue to Third avenue.....	.146	.....	.....	.146	.....
Flatbush avenue, Fulton street to Avenue N..	5.646	5.646	.866	12.158	.....
Flushing avenue, Hudson avenue to Borough line.....	3.518	3.454	.....	6.972	.....
Franklin avenue, Greene avenue to Gates avenue.....	.139	.139	.....	.278	.....
Franklin street, Kent avenue to Commercial street.....	.862	.862	.....	1.724	.....
Fulton street, Fulton ferry to Manhattan crossing.....	5.627	5.589	.570	11.786	.....
Furman street, Fulton ferry to Atlantic avenue.....	.825	.769	.....	1.594	.....
Gates avenue, Franklin avenue to Myrtle avenue.....	2.693	2.693	.....	5.386	.....
Graham avenue, Flushing avenue to Driggs avenue.....	1.577	1.577	.....	3.154	.....
Grand street, Grand street ferry to borough line.....	2.405	2.405	.....	4.810	.....
Greene avenue, Fulton street to Franklin avenue.....	.868	.868	.....	1.736	.....
Greenpoint avenue, ferry to borough line.....	1.088	1.088	.105	2.281	.....
Gwinnette street, Broadway to Lee avenue.....	.416	.416	.....	.832	.....
Halsey street, Nostrand avenue to borough line.....	2.615	2.615	.038	5.268	.....
Hamilton avenue, ferry to Third avenue.....	1.494	1.494	.063	3.051	.....
Harrison avenue, Division avenue to Tompkins avenue.....	.616	.616	.....	1.232	.....
Hudson avenue, Sands street to Flushing avenue.....	.095	.....	.....	.095	.....
Joralemon street, Court street to Fulton street.....	.088	.088	.....	.176	.....
Johnson street, Fulton street to Washington street.....	.047	.....	.....	.047	.....
Kent avenue, Classon avenue to Franklin street.....	1.912	1.912	.269	4.093	.....
Kingston avenue, Fulton street to Malbone street.....	1.093	1.093	.....	2.186	.....
Knickerbocker avenue, Flushing avenue to Myrtle avenue.....	.679	.679	.....	1.358	.....
Lee avenue, Nostrand avenue to Division avenue.....	.724	.724	.....	1.448	.....
Lorimer street, Nassau avenue to Broadway..	1.359	1.359	.....	2.718	.....
Malbone street, Flatbush avenue to Kingston avenue.....	1.005	1.005	.....	2.010	.....
Manhattan avenue, Newtown creek to Driggs avenue.....	1.136	1.136	.041	2.313	.....

The Brooklyn Heights Railroad Company
DESCRIPTION OF ROAD AND EQUIPMENT — Continued

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	Total running track	Increase or (D) decrease during year
<i>Road of independent corporation operated by respondent under lease for a specified term (Brooklyn City R. R. Co.) — Continued</i>					
Meeker avenue, Graham avenue to Newtown creek.....	.911	.911	.....	1.822	.....
Meserole avenue, Manhattan avenue to Franklin street.....	.275	.275	.....	.550	.....
Meserole street, Union avenue to Bushwick avenue.....	.558	.558	.....	1.116	.....
Myrtle avenue, Fulton street to borough line...	4.192	4.192	.368	8.752	" .368
Nassau avenue, Lorimer street to Varick avenue.	.842	.785	.....	1.627	.....
Navy street, Park avenue to Fulton street.....	.568	.....	.....	.568	.....
Navy street, Sands street to Flushing avenue..	.097	.....	.....	.097	.....
Ninety-ninth street, Third avenue to Fifth avenue.....	.110	.110	.....	.220	.....
Nostrand avenue, Lee avenue to Old Town line near avenue P.....	6.166	5.836	.215	12.217	.....
Park avenue, Washington avenue to Navy street.....	.684	.684	.....	1.368	.....
Putnam avenue, Fulton street to Nostrand avenue.....	.651	.651	.....	1.302	.....
Raymond street, Park avenue to Willoughby street.....	.327	.....	.....	.327	.....
Remsen avenue, Church avenue to L. I. R. R. crossing.....	.482	.482	.....	27.964	.....
Richard street, Hamilton avenue to Beard street.....	.651	.618	.....	1.269	.....
Roebling street, Broadway to Lee avenue.....	.173	.173	.....	.346	.....
Sackett street, Columbia street to Hamilton ferry.....	.288	.288	.077	.653	.....
Sands street, Fulton street to Navy street.....	.537	.488	.....	1.025	.....
Second avenue, 29th street to 65th street.....	1.778	1.778	.117	3.673	.....
Sixteenth avenue, Gravesend avenue to Sea Beach line.....	1.248	1.248	.....	2.496	.....
South 4th street, Bedford avenue to Union avenue.....	.717	.717	.....	1.434	.....
Sixty-fifth street, Second avenue to Third avenue.....	.145	.145	.134	.424	.....
Twenty-fifth street, Third avenue to Fifth avenue.....	.296	.296	.....	.592	.....
Twenty-ninth street, Third avenue to Second avenue.....	.147	.147	.....	.294	.....
Thirty-ninth street, Second avenue to Third avenue.....	.148	.148	.....	.296	.....
Third avenue, Flatbush avenue to 99th street.	5.863	5.863	.472	12.198	.....
Thirteenth avenue, Bay Ridge avenue to 86th street.....	.843	.843	.....	1.686	.....
Twenty-fifth avenue, 86th street to Ulmer Park.	.574	.574	.109	1.257	.....
Throop avenue, Broadway to Floyd street.....	.613	.613	.....	21.226	.....
Tompkins avenue, Harrison avenue to Fulton street.....	1.403	1.403	.....	2.806	.....
Tilden avenue, Nostrand avenue to Holy Cross cemetery.....	.414	.401	.....	.815	.....
Union avenue, Driggs avenue to Broadway....	1.046	1.046	.....	2.092	.....
Vernon avenue bridge, Manhattan avenue to borough line.....	.108	.108	.....	.216	.....
Varick avenue, Nassau avenue to Meeker avenue.....	.067	.067	.....	.134	.....
Washington avenue, Myrtle avenue to Kent avenue.....	.764	.764	.....	1.528	.....
Woodhull street, Columbia street to Hamilton avenue.....	.033	.033	.....	.066	.....
Willoughby street, Fulton street to Raymond street.....	.530	.500	.....	1.030	.....
Queens County					
Bradford avenue, Lawrence avenue to Main street.....	.247	.064	.....	.301	.....
Bowery Bay road, Junction avenue to loop at Bowery Bay.....	1.459	1.261	.....	2.720	.....

²⁶ No change in physical mileage. See note 29.

²⁷ Not used by respondent.

²⁸ Includes 1.2 miles unused by respondent.

The Brooklyn Heights Railroad Company
DESCRIPTION OF ROAD AND EQUIPMENT — Concluded

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	Total running track	Increase or (D) decrease during year
<i>Road of independent corporation operated by respondent under lease for a specified term (Brooklyn City R. R. Co.) — Concluded</i>					
Broadway (Newtown), Grand street to Union avenue.....	.226	.226	.....	.452	.....
Cypress avenue, Myrtle avenue to Cypress Hills cemetery.....	1.466	1.466	.....	2.932	.....
Corona avenue, Newtown avenue to Strong's Causeway.....	.647	.647	.....	1.294	.....
Flushing avenue, borough line to Grand street.....	1.308	1.308	.....	2.616	.....
Fresh Pond road, Lutheran cemetery line to Flushing avenue.....	1.129	1.129	.....	2.258	.....
Grand street, borough line to Broadway (Newtown).....	2.791	2.791	.170	5.752	.....
Greenpoint avenue, borough line to Calvary cemetery.....	.324	.324	.....	.648	.....
Halsey street, borough line to Wyckoff avenue.....	.121	.121	.....	.242	.....
Ireland Mill road, Strong's causeway to Lawrence avenue.....	.454	.454	.....	.908	.....
Junction avenue, Union avenue to Old Bowery road.....	1.231	1.231	.....	2.462	.....
Lawrence avenue, Ireland Mill road to Bradford avenue.....	.523	.523	.....	1.046	.....
Lutheran Cemetery Line, St. Nicholas avenue to east of Fresh Pond Road.....	.943	.943	.....	1.886	.....
Main street, Bradford avenue to Prospect avenue.....	.048	.....	.....	.048	.....
Myrtle avenue, borough line to Jamaica avenue.....	4.186	4.186	.....	8.372	D .368
Newtown avenue, Union avenue to Corona avenue.....	.324	.324	.....	.648	.....
Prospect avenue, Main street to Lawrence street.....	.257	.....	.....	.257	.....
Strong's causeway, Corona avenue to Ireland Mill road.....	.615	.615	.....	1.230	.....
St. Nicholas avenue, Palmetto street to Myrtle avenue.....	.084	.084	.....	.168	.....
Union avenue, Broadway to Newtown avenue.....	.975	.975	.....	1.950	.....
Vernon avenue bridge, borough line to 4th street.....	.226	.226	.....	.452	.....
Willow street, Wyckoff avenue to Cypress avenue.....	.161	.161	.....	.322	.....
Wyckoff avenue, borough line to Halsey street.....	.396	.396	.....	.792	.....
Total, lines leased.....	105.339	100.379	3.926	209.644	.....
Total track maintained.....	107.473	102.230	4.124	213.827	.....
<i>Trackage rights over bridges</i>					
Brooklyn bridge, from Tillary street cut to Park Row.....	1.663	1.610	.....	3.273	.....
Williamsburg bridge, from Havemeyer street to Delancey street.....	1.645	1.645	.....	3.290	.....
Total.....	3.308	3.255	.....	6.563	.....
<i>Trackage rights over tracks of associated companies</i>					
Nassau Electric Railroad Co.....	9.474	9.317	.....	18.791	.....
Brooklyn, Queens County & Suburban R.R. Co.....	3.252	2.960	.....	6.212	.....
South Brooklyn Ry. Co.....	2.603	2.603	.....	5.206	.....
Coney Island & Brooklyn R. R. Co.....	.986	.940	.....	1.926	.....
New York Consolidated R. R. Co.....	.022	.022	.....	.044	.....
Total rights over other companies' tracks..	16.337	15.842	.....	32.179	.....
Total track operated.....	127.118	121.327	4.124	252.569	.....

Track in car houses, shops and yards of independent corporation operated by respondent under lease for a specified term (Brooklyn City R. R. Co.), Kings County 13.972 miles, Queens, 4.815 miles.

* No change in physical mileage. Track now reported in Kings County.

The Brook'yn Heights Railroad Company

Details of Track, Roadway, and Electric Line Construction ²⁰

Items	Added during year	Removed during year	At close of year
Ballast: Miles of track laid on —			
Concrete construction.....	.....	.....	9.310
Earth.....	.....	.....	223.304
Ties:			
Number of steel ties.....	.....	.....	5.930
Number of wood ties treated.....	.....	.....	21.790
Number of wood ties, untreated.....	.....	.....	389.587
Miles of track laid on ties.....	.....	.....	232.614
Rail (miles of track):			
7-inch 102-lb. girder.....	.....	.....	3.600
9-inch 94-lb. girder.....	.....	6.596	93.225
9-inch 98½-lb. girder.....	.....	.400	15.967
7-inch 112-lb. girder.....	.....	.....	2.445
7-inch 105-lb. girder.....	7.240	.....	60.829
7-inch 120-lb. girder (guard).....	.....	.....	.350
4½-inch 70-lb. T.....	.....	.170	1.010
5-inch 56-lb. T.....	.....	.....	9.430
6-inch 60-lb. T.....	.....	.....	6.230
C. B. rail.....	.....	.....	6.336
S. B. rail.....	.....	.....	1.070
5-inch 80-lb. T rail.....	.....	.....	1.886
L. and F. stringer rail.....	.....	.....	.080
9-inch 90-lb. girder.....	.....	.074	30.156
Rail joints (miles of track):			
Bolted plates and riveted plates.....	.....	.590	138.516
Cast weld.....	6.886	.....	32.004
Electric weld.....	.....	6.576	45.208
Continuous.....	.280	.....	16.886
Paving (miles of track):			
Macadam.....	.....	.....	.110
Cobble.....	.....	.797	24.426
Wood block.....	.....	.....	1.396
Brick.....	.....	.606	1.633
Belgian block.....	.....	.....	12.257
Granite block on sand.....	.420	8.507	42.999
Asphalt.....	.....	.382	8.378
Granite block on concrete.....	10.452	.....	109.249
Medina sandstone.....	.....	.580	.....
Poles:			
Number of wood, untreated.....	.....	.....	136
Number of steel.....	230	189	9.072
Overhead construction (miles of line):			
Span wire.....	1.337	2.131	197.217
Side-bracket.....	.823	.....	1.984
Span under "L".....	.973	.055	6.417
Long trough.....	.699	.257	27.902
Car barn construction.....	.....	.....	1.408
Short trough.....	.128	.....	5.631
Span construction.....	.....	.....	.318

²⁰ Includes the following, owned jointly by respondent and Brooklyn City and Newtown R. R. Co. (Coney Island and Brooklyn R. R. Co.): Miles of track laid on earth, 0.296; Number of wood ties, untreated, 1,565; 9-inch 94-lb. rail, 0.296 miles; granite block paving in concrete, 0.296 miles; steel poles, 14; overhead construction, span wire, 0.318 miles; trolley wire, 1=10 phono, 0.307 miles; 2=10 phono, 0.011 miles.

The Brooklyn Heights Railroad Company

Details of Track, Roadway, and Electric Line Construction — Concluded

Items	Added during year	Removed during year	At close of year
Trolley wire (miles):			
2/0 bronze.....			.970
4/0 iron.....		.024	.667
1/0 copper.....	1.350	3.011	56.760
2/0 copper.....	.030	13.242	22.613
1/0 phono.....	.069	.103	1.664
2/0 phono.....	2.518	13.580	60.182
3/0 phono.....	.184	15.042	13.754
4/0 phono.....		.008	.574
2/0 high strength.....	45.087	.566	76.881
3/0 high strength.....	.015	1.992	.004
Iron bar.....	.462	.004	5.282
1/0 phono.....			.307
2/0 phono.....			.011
Third rail (miles):			
Unprotected.....			.287
Underground conduit, terra cotta and fire clay:			
Miles of line.....	.716		31.144
Duct miles.....	3.620		35.269
Transmission cables (miles) underground:			
11,000 voltage 250,000 C. M., 3 cond. L. & P.....	.231	.247	54.397
11,000 voltage 350,000 C. M., 3 cond. L. & P.....	1.851		5.666
6,600 voltage 250,000 C. M., 3 cond. L. & P.....	.147	1.212	43.641
11,000 voltage 350,000 C. M., 3 cond. L. & R. Sub.....			.156
Distribution cables (miles) underground (voltage 600, 1 cond.):			
500,000 C. M., L. & P. positive.....		.843	3.551
1,000,000 C. M., L. & P. positive.....	.141	1.847	50.037
1,000,000 C. M., P. W. positive.....			.960
2,000,000 C. M., L. & P. positive.....	.037	1.747	6.681
500,000 C. M., R. C. positive.....			.224
1,000,000 C. M., R. C. positive.....	.044	.168	2.261
2,000,000 C. M., R. C. positive.....	.039		.039
2,000,000 C. M., T. B. V. C. positive.....			.459
500,000 C. M., submarine positive.....	.046	.046	.762
500,000 C. M., W. P. positive.....			.520
1,000,000 C. M., W. P. positive.....			1.099
4/0 (211,600) C. M., W. P. negative.....	.002		1.179
500,000 C. M., W. P. negative.....	.060	9.414	37.970
1,000,000 C. M., W. P. negative.....		.007	1.236
2,500,000 C. M., W. P. negative.....		.487	4.835
5,000,000 C. M., W. P. negative.....			.721
5,000,000 C. M., Bare negative.....			.457
Distribution cables (miles) overhead (voltage 600):			
4/0 Weatherproof.....			19.957
500,000 C. M., weatherproof.....	.374	.369	231.270
1,000,000 C. M., weatherproof.....			4.966
1,173,200 C. M., weatherproof.....			7.351
2,500,000 C. M., weatherproof.....			.853

Track Structures.— Overhead railway crossing, 1; bridges, steel or iron, 8; concrete, 7; wooden, 2.

Cars.— Number revenue, 1,302; service cars, 158; increase during year, 6. (For details, see Table II.)

Power Plant Equipment.— Leased to Transit Development Company. See Table III.

Miscellaneous.— Number of power houses, 3; sub-stations, 3; repair shops, 8 (operated by Transit Development Company); car houses, 7; office buildings, 1; transfer points, 1,118; miles of telephone line, 1.151; wire, 2.867; signal system, miles of line, .592; wire, 1.243.

**The Brooklyn Heights Railroad Company
OPERATING STATISTICS**

Operating Ratios.— See Table XV.

Passengers Carried.— 171,970,876 fares, whereof 5-cent, 164,628,869; 3-cent, 2,906,189; 3½-cent, 478,687; 2½-cent, 2,456,793; 1½-cent, 1,500,338; transfers, 87,454,778; free, 1,062,138. *Car Miles.*— Revenue, 27,822,042; whereof passenger, active, 27,668,094; idle, 105,861; special, 48,087; non-revenue, 274,156. *Car Seat Miles.*— 1,234,495,083, active. *Car Hours.*— Passengers, active and idle, 8,542,762; special, 12,277. (For details of traffic statistics, see Tables V–VIII.)

Williamsburg Bridge Local Road.— 100 per cent (Brooklyn Heights proportion, 50 per cent, not included in above figures): Passenger fares, 15,813,802, whereof 2-cent, 690,997; 1½-cent, 15,122,805; passenger car miles, active, 802,091; idle, 50,215; car seat miles, 28,643,826; car hours, 91,666.

Power.— See Table IV.

Accidents.— Brooklyn Heights R. R. Co.: Persons killed, 11; serious injuries, 132; minor injuries, 4,243. Total paid during year for injuries and damages sustained during year, \$70,281.08; for accidents sustained in prior years, \$94,673.59. Bridge Operating Co.: Persons killed, 2; serious injuries, 16; minor injuries, 91; total paid during year for injuries and damages sustained during year, \$1,583; for accidents sustained in prior years, \$695. (For details of accidents, see Table X and XI).

Employees and Wages.— [Inasmuch as some of the employees of this company are also in the service of other companies and their enumeration by each employing company in its report would necessarily show duplications, a combined statement for the companies of the Brooklyn Rapid Transit system is given in Table XII].

Officers.— President, T. S. Williams; Vice Presidents, C. D. Meneely and S. W. Huff; Secretary, J. H. Bennington; Treasurer, C. D. Meneely; Assistant Secretary, Chas. W. Brown; Assistant Treasurer, W. J. O'Neill; Acting Assistant Secretary, H. R. Potts; Comptroller and Auditor, Howard Abel; Claim Agent, I. Isaacsen; General Counsel, G. D. Yeomans; Purchasing Agent, Lincoln Van Cott.

Directors.— T. S. Williams, C. D. Meneely, N. F. Brady, Colgate Hoyt, J. N. Wallace, W. G. Oakman, B. Gallagher, J. C. Brady, Eugene N. Foss, J. Horace Harding, H. C. Duval, Henry Evans, G. W. Davison.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Vice-President and Treasurer, September, 29, 1916.

BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY

History.— Incorporated November 24, 1893, under the Railroad Law, and on January 16 1894, absorbed the Broadway Railroad Company, Broadway Ferry and Metropolitan Avenue Railroad Company, and the Jamaica and Brooklyn Road Company. Respondent is controlled by Brooklyn Rapid Transit Company, which acquired a majority of the stock on January 24, 1896, by purchase from the reorganization committee of the Long Island Traction Company.¹

Stockholders and Members.— Number of members, 10, all residents in New York state; total voting power of all members of the company, 20,000; each holder of \$100 par value of capital stock having one vote; votes cast at the last general meeting on February 3, 1915, 20,000; T. S. Williams and C. D. Meneely, authorized proxies, casting two votes on behalf of themselves, 19,991 on behalf of the Brooklyn Rapid Transit Company, and 7 on behalf of individual members.

Important Changes during the Year.— A compromise settlement of the outstanding special franchise taxes for the years 1911 and 1912, was agreed upon with the Corporation Counsel of the City of New York and the Attorney-General of the State of New York.

Franchise was acquired April 3, 1916, from the City of New York, to construct, maintain and operate a street surface railway on Metropolitan avenue, from Dry Harbor road to Jamaica Plank road, Borough of Queens.

Agreements were made with Manhattan and Queens Traction Corporation, to use tracks of that company on Campion avenue, Jamaica; with Rogers and Hagerty Company, for construction of temporary tracks across Eastern Parkway and Utica avenue account of subway construction; with the City of New York and the President of the Borough of Queens, for the removal of snow and ice, during the winter of 1915–1916.

H. R. Potts was appointed Acting Assistant Secretary, June 22, 1916.

¹ See Documentary History in Annual Report for 1913, vol. V, pp. 223–231, and chart No. 4.

Brooklyn, Queens County and Suburban Railroad Company

BALANCE SHEET

ASSETS SIDE

June 30, 1915		June 30, 1916	Increase or (D) decrease
\$44,551 30	Cash.....	\$23,687 81	D \$20,863 49
97,061 03	Special deposits.....	99,728 03	2,667 00
19,666 04	Accounts receivable ¹	25,658 82	5,992 28
14,549 16	Interest and dividends receivable.....	16,799 16	2,250 00
7,157 51	Corporate stock, City of New York.....	7,157 51	.....
25,979 89	Participation certificates in Brooklyn Rapid Transit insurance reserve fund.....	28,901 33	2,921 44
10,095,187 18	"Fixed Capital, Dec. 31, 1908".....	10,094,975 68	D 211 50
	Fixed capital installed since 1908:		
7,361 94	Street railway land.....	8,893 93	1,531 99
1,837 74	Intangible street railway capital.....	3,142 56	1,304 82
403,542 86	Tangible street railway capital.....	459,300 91	55,758 05
10,507,929 72	Total fixed capital — gross.....	10,566,313 08	58,383 36
144,290 93	Less accrued amortisation.....	177,464 87	33,173 94
10,363,638 79	Total fixed capital — net.....	10,388,848 21	25,209 42
625,000 00	Advances to Brooklyn Rapid Transit Co....	665,000 00	40,000 00
11,720 50	Prepayments.....	7,530 74	D 4,189 76
3,218 30	Suspense.....	3,184 46	D 33 84
<u>\$11,212,542 52</u>	<u>Total.....</u>	<u>\$11,266,495 57</u>	<u>\$53,953 05</u>

LIABILITIES SIDE

368,988 56	Taxes accrued.....	\$81,625 40	\$12,636 84
160,120 94	Due associated companies.....	177,114 59	16,993 65
17,184 60	Miscellaneous accounts payable.....	15,904 06	D 1,280 54
120,383 34	Interest accrued on funded debt ²	118,658 84	D 1,725 00
6,616,000 00	Funded debt — mortgage bonds ²	6,616,000 00	.....
1,715,640 12	Certificates of indebtedness.....	1,809,848 75	94,208 63
25,979 89	Casualties and insurance reserve.....	28,901 33	2,921 44
104,225 81	Other optional reserves.....	104,223 00	D 2 81
2,000,000 00	Capital stock.....	2,000,000 00	.....
384,019 26	Corporate surplus.....	314,220 10	D 69,799 16
<u>\$11,212,542 52</u>	<u>Total.....</u>	<u>\$11,266,495 57</u>	<u>\$53,953 05</u>

Contingent Liabilities.— Judgments on appeal, \$2,381.60. Taxes (including interest) in dispute and unpaid, \$166,376.84.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1915, filed by respondent:	Gross value	Same less depreciation
Real property outside streets and public places.....	\$1,150,056 48	\$866,171 47
Real property in streets — tangible.....	1,555,675 08	1,149,677 95
Tangible personal property.....	1,414,770 66	1,414,770 66

Assessed valuation for 1916 taxes:	Borough of Brooklyn	Borough of Queens
Real property outside streets and public places.....	\$710,600 00	\$1,176,900 00
Real property (tangible and intangible) in streets.....	2,392,276 00	848,613 00

¹ Includes amounts due from associated companies in 1915, \$18,376.56; in 1916, \$21,780.37, as follows: Brooklyn Heights R. R. Co., \$1,150.50; Nassau Electric R. R. Co., \$7,876.84; New York Consolidated R. R. Co., \$585.45; South Brooklyn Ry. Co., \$3,942.01; Transit Development Co., \$83.33; Brooklyn Rapid Transit Co., \$8,142.24.

² The Brooklyn Heights R. R. Co., guarantees principal and interest of \$2,783,000 first consolidated mortgage bonds of respondent.

Brooklyn, Queens County and Suburban Railroad Company

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Cost of road and equipment.....	\$7,249,174 95	\$150 00	\$7,249,024 95
Engineering and superintendence.....	9,244 47	.....	9,244 47
Right of way.....	51,347 37	.....	51,347 37
Real estate used in operation of road.....	331 10	.....	331 10
Track and road construction.....	916,221 31	.....	916,221 31
Electric line construction.....	549,380 61	61 50	549,319 11
Buildings and fixtures used in operation of road.....	132,848 62	.....	132,848 62
Shop tools and machinery.....	36,407 60	.....	36,407 60
Cars.....	335,450 76	.....	335,450 76
Electric equipment of cars.....	740,413 59	.....	740,413 59
Organization.....	2,108 26	.....	2,108 26
Interest and discount.....	55,090 97	.....	55,090 97
Miscellaneous.....	17,167 57	.....	17,167 57
Total.....	\$10,095,187 18	\$211 50	\$10,094,975 68

Details of Capital Withdrawn.—Cost of road and equipment: Right, title and interest to portion of Jamaica Plank road, \$150.

Electric line construction: Removal of wire from Jamaica avenue east of Crescent street, \$61.50; total, \$211.50.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchises ⁴	\$345 77	.....	.....	\$2,141 01
Patent rights.....	13 57	.....	.....	13 57
Other intangible street railway capital.....	945 48	.....	.....	967 96
Right of way.....	.....	.....	.....	60 50
Other street railway land.....	1,531 99	.....	.....	8,833 43
Ballast.....	.....	.....	.....	34 25
Ties.....	56 91	.....	.....	10,267 33
Rails, rail fastenings and joints..	868 83	.....	.....	28,436 63
Special work.....	⁵ Cr. 650 00	.....	.....	7,078 72
Track laying and surfacing.....	788 05	.....	.....	35,260 14
Paving.....	6,640 02	.....	.....	61,984 49
Roadway tools.....	.....	.....	.....	400 20
Bridges, trestles and culverts.....	.....	.....	.....	143 20
Crossings, fences and signs.....	.....	.....	.....	285 87
Interlocking and other signal apparatus.....	.....	.....	.....	2,784 42
Poles and fixtures.....	9 44	.....	.....	8,742 40
Underground conduits.....	.....	.....	.....	1,271 81
Transmission system.....	22,509 51	.....	.....	141,798 29
Distribution system.....	⁶ 45 23	.....	.....	30,757 65
Shops and car houses.....	103 83	.....	.....	3,852 67
Stations, waiting rooms, etc.....	.....	.....	.....	15,355 93
Shop equipment.....	140 50	.....	.....	2,638 01
Revenue cars.....	⁷ 54,712 62	.....	.....	96,928 89
Electric equipment of cars.....	⁷ Cr. 35,959 40	.....	.....	3,741 27
Other rail equipment.....	6,492 51	.....	.....	7,538 74
Total.....	\$58,594 86	.....	.....	\$471,337 40

⁴ Includes an adjusting credit item of \$154.23.

⁵ Represents adjustment to correct entries made in prior years.

⁶ Includes an adjusting credit item of \$29.52.

⁷ A transfer of \$36,011.67 has been made by the company from Electric equipment of cars to Revenue cars to correct entries made in prior years.

Brooklyn, Queens County and Suburban Railroad Company

Details of Expenditures for Improvements

Expense account obtaining franchise rights on Metropolitan avenue.....	\$1,445 48
Assessment for year 1915 account regulating, grading, curbing and laying side-walks on Fanchon place from Jamaica avenue to Eastern parkway.....	1,053 81
Paving railroad area.....	1,221 58
Installation of 212 rolled-steel wheels for cast-iron wheels on car trucks.....	5,830 04
Installation of 100 air-brake equipments for double-truck convertible cars.....	1,495 39
Installation of Brill 39-E truck frames, centre plates, etc. on 8 cars.....	1,182 72
Installation of one 350,000 c. m. high-tension cable between Williamsburg power station and Essex sub-station.....	5,691 62
Installation of partial air-brake equipments on 100 double-truck open cars.....	8,913 83
Installation of one 350,000 c. m. sector cable from Williamsburg power station to Richmond Hill sub-station.....	16,805 94
Installation of improved paving in Jamaica avenue between Broadway and Hemlock street.....	6,096 27
Account purchase of three snow sweepers.....	6,487 38
Installation of buffer shields on 203 surface passenger and 2 miscellaneous cars....	939 72
Minor projects less than \$500.....	1,431 08
Total.....	\$58,594 86

Franchises Acquired during the Year.—From the City of New York, to operate an extension upon and along Metropolitan avenue from Dry Harbor road to Jamaica Plank road, Borough of Queens, for a period of 25 years from April 2, 1916; cost and amount at which carried on books, \$500.

Patent Rights Acquired during the Year.—From R. P. Williams, an improved method of fastening hard center plates in special work, for a period of 17 years, at a cost of \$13.57.

Equipment Retired during the Year.—Empire fenders, 484, for which credits will be shown in 1917 report.

Miscellaneous Investments.—Free investments: Brooklyn Rapid Transit 4½ per cent, participation certificates in insurance reserve fund, par value of amount held and amount at which carried on respondent's books, \$28,901.33; income accrued during year, \$1,169.05 (added to principal). Bound investment: City of New York 4½ per cent corporate stock on deposit with State Industrial Commission, to secure liability under Workmen's Compensation Act; par value of amount held, \$7,000; actual money cost to respondent and amount at which carried on respondent's books, \$7,157.51; income accrued during year, \$297.50.

Special Deposits.—Coupon special deposits, \$94,600; proceeds from sale of real estate, \$128.03; guaranty deposit account of Metropolitan avenue franchise, \$5,000; total, \$99,728.03.

Prepayments.—Taxes (car license), \$2,951.63; insurance, \$4,571.46; interest on special franchise tax, year 1910, \$7.65; total, \$7,530.74.

Suspense.—Proceeds from sale of real estate, \$438.65; accounts in litigation, \$245.81; city tax on earnings, \$2,500; total, \$3,184.46.

Securities				
Particulars of Stock and Funded Debt	Common stock	First mortgage bonds	First consolidated mortgage bonds	Jamaica & Brooklyn Road Co. first mortgage bonds
Nominal date of issue.....	————	Jan., 1894	Jan., 1894	Sept., 1889
Date of maturity.....	————	July, 1941	July, 1941	Jan., 1930
Interest, rate and dates.....	————	5%, Jan. & July	5%, May & Nov.	5%, Jan. & July
Denominations.....	1 share, \$100	\$1,000	\$1,000 00	\$1,000
Authorized by company.....	\$15,000,000	\$3,500,000	\$4,500,000 00	\$500,000
By public authority.....	2,000,000	3,500,000	2,884,000 00	240,000
Actually issued prior to year.	2,000,000	3,500,000	2,884,000 00	240,000
Cash realized.....	* 26,200	* 910,000	* 288,000 00	.....
Property consideration..	1,973,800	2,590,000	2,550,000 00	240,000
Discount.....	.....	.....	46,000 00	.....
Reacquired and held alive...	.....	.....	.....	8,000
Pledged.....	.....	.....	.....	8,000

* In addition there was issued for capital stock of constituent companies, \$1,973,800.
* In addition there was issued for capital stock of constituent companies, \$2,240,000; to retire underlying mortgages, \$350,000.
* Issued for capital stock of constituent companies, \$2,500,000; for cash, \$334,000 par value (or \$288,000; to reimburse Brooklyn Heights Railroad Company for construction during period of lease, \$50,000.

Brooklyn, Queens County and Suburban Railroad Company
Securities — Concluded

Particulars of Stock and Funded Debt	Common stock	First mortgage bonds	First consolidated mortgage bonds	Jamaica & Brooklyn Road Co. first mortgage bonds
Actually outstanding.....	\$2,000,000	\$3,500,000	\$2,884,000 00	\$232,000
Interest accrued and divi- dends declared.....	100,000	175,000	144,200 00	11,600
Interest charged to income...	—	175,000	144,200 00	11,600
Interest and dividends paid..	100,000	175,800	145,125 00	11,600
Interest and dividends not due.....	.....	.....	24,033 34	.....
Interest and dividends matured and unpaid.....	.....	87,675	950 00	6,000
Trustees under mortgages....	—	Guaranty Trust Co.	Central Trust Co.	Central Trust Co.

Bills and Accounts Owing to Associated Companies.— Loans on open account on which no interest is charged: To Transit Development Co., \$57,913.99; Nassau Electric R. R. Co., \$1,410; Brooklyn Heights R. R. Co., \$6,865.65; South Brooklyn Ry. Co., \$1,901.60; Brooklyn Rapid Transit Co., \$60,166.17; total, \$128,257.41.

Interest bearing obligations: To Transit Development Co., \$48,857.18, payable on demand, and bearing interest at 6%; interest accrued during year, \$2,931.44; paid, \$2,931.44; to Brooklyn Rapid Transit Company, certificates of indebtedness, payable on demand; issued during year, \$94,208.63; repaid, none; interest at 6%; accrued during year, \$106,675.76; paid, \$52,805.30; outstanding at close of year, \$1,809,848.75.

Taxes Accrued.— See schedule supporting Income Statement.

Reserves			
	Credit balance June 30, 1915	Credits during year	Debits during year
Accrued amortisation.....	\$144,290 93	\$33,194 37	\$20 43
Contingent.....	12,534 50	.....	.....
Insurance participation.....	25,979 89	2,921 44	.....
Special.....	91,638 56	.....	.....
Suspense credit balances.....	.....	.....	\$49 94

INCOME STATEMENT

[The excerpts from the various operating agreements of the companies in the Brooklyn Rapid Transit system on pages 547ff should be consulted for a clearer understanding of the operating data given in this abstract.]

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Transportation revenue.....	\$1,596,157 58	\$16,287 50
Other operating revenue.....	29,046 64	D 8,610 63
Total operating revenue.....	\$1,625,204 22	\$7,676 87
Operating expenses:		
Maintenance of way and structures.....	\$203,510 09	\$2,076 64
Maintenance of equipment.....	159,615 76	1,628 75
Power purchased.....	125,251 28	D 9,890 85
Operation of cars.....	465,107 76	7,061 28
Injuries to persons and property.....	70,227 78	4,860 88
Other general expenses.....	48,187 47	D 2,979 09
Total operating expenses.....	\$1,071,900 14	\$2,757 61
Taxes accrued.....	93,711 23	33,226 83
Total revenue deductions.....	\$1,165,611 37	\$35,986 44

Brooklyn, Queens County and Suburban Railroad Company

INCOME STATEMENT—*Concluded*

	Net amount for year	Increase or (D) decrease
Operating income.....	\$459,592 85	D \$28,309 57
Non-operating income: Rent accrued for lease of Ralph-Rockaway line, \$81,529.38; rent of cars operated by South Brooklyn Ry. Co., over P. P. & C. I. road, \$5,308.50; miscellaneous rent revenues, \$2,031.66; interest on loans (B. R. T. Co.), \$35,501.39; other interest, \$2,737.06; less non-operating revenue deductions (repairs and water charges, \$715.95; taxes on rented property, \$4,860.88), \$5,076.83.....	122,081 16	D 1,017 65
Gross income applicable to corporate and leased properties..	\$581,624 01	D \$29,327 22
Deductions from gross income:		
Interest on funded debt.....	\$330,800 00	.....
Other interest deductions: On certificates of indebtedness, \$106,675.76; on demand loans, \$2,931.44; on assessments, in arrears, \$1,666.39.....	111,273 59	\$7,234 39
Rent deductions: For lease of equipment, \$84,599.64; track and terminal privileges, \$7,972.67; miscellaneous, \$7.77.....	92,580 08	224 69
Normal income tax assumed on interest of Jamaica and Brooklyn R. R. Co. bonds.....	18 50	D 1 00
Total income deductions.....	\$534,672 17	\$7,458 08
Net corporate income.....	\$46,951 84	D \$36,785 30

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$384,019 26
Balance for year transferred from income.....	46,951 84
Excess reserve for special franchise taxes years 1911 and 1914.....	1,321 56
Total credits.....	\$432,292 66
Dividends declared (5% on \$2,000,000).....	\$100,000 00
Amortization elsewhere unprovided for.....	25 55
Inadequate reserve for special franchise taxes 1910-1912.....	12,129 56
Interest on balance of special franchise taxes 1910, 1911, 1912....	5,629 46
Minor items.....	287 99
Total deductions.....	118,072 56
Surplus June 30, 1916.....	\$314,220 10

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges: Broadway Subway and Home Boroughs Car Advertising Company, Inc., \$8,907.58.

Rent of land and buildings: Transit Development Co., rent of East New York steam plant, \$1,000; minor rents, \$46.03; total, \$1,046.03.

Rent of equipment: South Brooklyn Ry. Co., per diem charges, \$77.00.

Rent of tracks and terminals: The Nassau Electric R. R. Co., trackage, \$5,983.25; South Brooklyn Ry. Co., freight trackage, \$11,329.99; Long Island Electric Ry. Co., trackage, Fulton street, Jamaica, and attachments, \$1,210.50; Manhattan and Queens Traction Corporation trackage, Jamaica avenue, \$187.25; New York and Long Island Traction Co., trackage, Fulton street, Jamaica, \$305.04; total, \$19,016.03.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as " the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued " during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined

Brooklyn, Queens County and Suburban Railroad Company

by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of August 1, 1914, this company filed with the Commission rules of depreciation which provide 12.75 per cent of gross earnings for maintenance of way and structures, and 10 per cent of gross earnings for maintenance of equipment. Under above rule, \$10,898.17 was debited to depreciation of way and structures and concurrently credited to reserve; \$22,296.20 was debited to depreciation of equipment and concurrently credited to reserve.

Power Purchased.—From Transit Development Co., total number of kw. hrs. delivered, 19,801,050; calculated on monthly car mileage; average price per kw. hr., 0.6326 cents; total price, \$125,251.28 (charged to operating expenses).

Joint Facilities.—Coney Island and Gravesend Railway Co., shop facilities, etc., \$262.15; proportionate charges for Broadway shuttle service, to Brooklyn Heights Railroad Co., \$13,993.23, and to Nassau Electric Railroad Co., \$7,996.14; total, \$22,251.52 (credited to operating expenses).

Rents Payable Charged to Operating Expenses.—Office rent, 85 Clinton street, Brooklyn, payable to Brooklyn Heights Railroad Co., \$2,500; minor, \$120; total, \$2,620.

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land.....	\$6,860 26	\$11,999 23	\$4,161 54	.....
Improvements on land.....	3,452 76	5,263 97	5,170 97	.....
Corporate real estate.....	28,711 60	16,078 07	7,200 54	" \$134,263 36
Special franchise.....	35,318 87	18,938 25	38,470 79	" 25,420 24
Williamsburg bridge tools.....	18,586 95	18,586 95	18,567 95	.....
Car license.....	3,220 00	3,201 71	3,200 00	.....
Dividends, state.....	600 00	150 00	600 00	.....
Gross earnings, state.....	17,523 12	17,523 13	17,419 85	.....
Income, federal.....	1,469 92	1,469 92	1,469 92	.....
Total.....	\$115,743 48	" \$93,711 23	\$96,261 56	\$159,683 60

Miscellaneous Rent Deductions.—Rent accrued for lease of equipment: Transit Development Company, 121 cars, rental basis 10 per cent of cost, \$67,397.64; Nassau Electric R. R. Co., 47 cars, rental basis \$1 per car per day, \$17,202; total, \$84,599.64.

Track and terminal privileges: Brooklyn Heights R. R. Company, proportion of payment to City of New York for track and terminal privileges on Williamsburg bridge, \$1,669.72; and for trackage privileges, \$6,219.84; Manhattan & Queens Traction Corporation, trackage on Campion avenue, \$83.11; total, \$7,972.67.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically operated surface line, overhead trolley contact

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	All running track	Increase or (D) decrease
<i>Road owned by respondent under title in perpetuity</i>					
Kings County					
Alabama avenue, Fulton street to Atlantic avenue.....	.073	.073	.....	.146	.....
Atlantic avenue, Alabama avenue to Georgia avenue.....	.046	.....	.....	.046	.....
Broadway, Broadway ferry to Alabama avenue.....	4.341	4.341	.411	9.093	.....
Bogart street, Harrison place to McKibben street.....	.015	.015	.....	.030	.....
Crescent street, Fulton street to Jamaica avenue.....	.402	.385	.....	.787	.....
East 98th street, Ralph avenue to Church avenue.....	.702	.702	.....	1.404	.....
Fulton street, Manhattan crossing to Alabama avenue.....	.188	.188	.....	.376	.....

¹¹ Does not include interest accrued, \$37,201.19.

¹² Does not include interest accrued, \$17,079.61.

¹³ Excludes \$4,360.88, taxes on rented property, charged to non-operating income.

Brooklyn, Queens County and Suburban Railroad Company

DESCRIPTION OF ROAD AND EQUIPMENT — *Concluded*

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	All running tracks	Increase or (D) decrease
<i>Road owned by respondent under title in perpetuity — Concluded</i>					
Fulton street, Alabama avenue to Crescent street.....	1.561	1.561	.....	3.122	.....
Georgia avenue, Jamaica avenue to Atlantic avenue.....	.211	.064	.....	.275	.....
Harrison place, Morgan avenue to Bogart street.....	.086	.086	.....	.172	.....
Jamaica avenue, Alabama avenue to Borough line.....	1.956	1.956	.109	4.021	.....
McKibben street, Bogart street to Broadway.....	.822	.822	.....	1.644	.....
Metropolitan avenue, Kent avenue to Borough line.....	2.218	2.218	.....	4.436	.....
Ralph avenue, St. John's place to Eastern Parkway.....	.140	.140	.088	.368	.....
Ralph avenue, Eastern Parkway to East 98th street.....	.270	.270	.....	.540	.....
Reid avenue, Broadway to Fulton street.....	1.086	1.086	.114	2.286	.....
Sumner avenue, Broadway to Fulton street.....	1.437	1.437	.....	2.874	.....
Troy avenue, Fulton street to Bergen street.....	.297	.297	.....	.594	.....
Utica avenue, Fulton street to Church avenue.....	1.909	1.909	.....	3.818	.....
Utica avenue, Church avenue to Avenue N.....	2.272	2.231	.....	4.503	.....
Varick avenue, Metropolitan avenue to Newtown Creek dock.....	.273	.....	.325	.598	.....
Wyckoff avenue, Flushing avenue to Myrtle avenue.....	.854	.854	.....	1.708	.....
Queens County					
Dry Harbor road, north from Metropolitan avenue.....	.201	.....	.....	.201	.....
Jamaica avenue, Brooklyn line to Canal street (Jamaica).....	4.192	4.192	.114	8.498	.....
Metropolitan avenue, Borough line to St. John's cemetery.....	2.722	2.722	.056	5.500	.....
Total, owned.....	28.274	27.549	1.217	57.040	.....
<i>Road occupied under trackage rights from associated companies</i>					
From Brooklyn Heights R. R. Co.:					
Fulton street, Manhattan junction to Utica avenue.....	1.414	1.414	.....	2.828	.....
Fulton street, Troy avenue to Sumner avenue.....	.091	.091	.....	.182	.....
Flushing avenue, Wyckoff avenue to Morgan avenue.....	.449	.449	.....	.898	.....
Grand street, North 2d street to Marcy avenue.....	1.287	1.287	.....	2.574	.....
Flushing avenue, Wyckoff avenue to Fresh Pond road.....	1.446	1.446	.....	2.892	.....
Fresh Pond road, Flushing avenue to Metropolitan avenue.....	.620	.620	.....	1.240	.....
Grand street, Marcy avenue to Kent avenue.....	.622	.622	.....	1.244	.....
Kent avenue, Grand street to Broadway.....	.393	.393	.....	.786	.....
Kent avenue, North 2d street to Grand street.....	.115	.115	.....	.230	.....
From Nassau Electric R. R. Co.:					
Church avenue, Utica avenue to Gravesend avenue.....	2.706	2.706	.....	5.412	.....
Bergen street, Bergen street depot to Troy avenue.....	.054	.054	.....	.108	.....
Morgan avenue, Flushing avenue to Harrison place.....	.183	.183	.....	.366	.....
Marcy avenue, Grand street to Broadway.....	.293	.293	.....	.586	.....
<i>Road occupied under trackage rights from independent companies</i>					
From Manhattan & Queens Traction Corp.:					
Campion avenue at Jamaica avenue.....	.048	.088	.....	.086	.....
Total rights over other companies' tracks..	9.721	9.711	.....	19.432	.....
<i>Trackage rights over bridge</i>					
Williamsburg bridge, Havemeyer street to Delancey street.....	1.645	1.645	.....	3.290	.....
Total operated.....	39.640	38.905	1.217	79.762	.....
Tracks in car houses, shops and yards, 2.006 miles.					

¹⁴ Brooklyn public streets, 17,076 miles, private right of way, 4.083 miles; Queens, public streets, 0.201 mile, private right of way, 6.914 miles.

Brooklyn, Queens County and Suburban Railroad Company
Details of Track, Roadway, and Electric Line Construction

Items	Added during year	Removed during year	At close of year
Ballast — miles of track laid on:			
Concrete construction.....	.....	.....	3.290
Earth.....	.....	.....	55.756
Ties:			
Number of steel ties .....	.....	.....	4,654
Number of wood ties, treated .....	.....	.....	770
Number of wood ties, untreated.....	.....	.....	131,129
Miles of track laid on ties .....	.....	.....	59.046
Rail (miles of track):			
4½-inch, 70-lb. T.....	.....	.....	4.494
5-inch, 56-lb. T.....	.....	.....	1.740
6-inch, 60-lb. T.....	.....	.....	7.906
7-inch, 105-lb. girder.....	.....	.....	7.458
9-inch, 90-lb. girder.....	.....	.....	13.609
9-inch, 94-lb. girder.....	.....	.....	23.638
C. B. rail.....	.....	.....	.201
Rail joints (miles of track):			
Bolted plates and riveted plates.....	.....	.....	46.159
Electric weld.....	.....	.....	10.053
Cast.....	.....	.....	2.834
Paving (miles of track):			
Cobble.....	.....	.165	6.221
Brick on sand.....	.....	.....	.680
Granite block on sand.....	.....	2.727	7.964
Granite block on concrete.....	2.892	.....	33.479
Poles:			
Number of wood, untreated.....	4	4	88
Number of steel.....	12	11	1,988
Overhead construction (miles of line):			
Span wire.....	.174	4.871	41.045
Side bracket.....	.....	.....	.122
Span under " L ".....	1.991	.611	2.304
Short trough.....	1.229	1.427	7.433
Long trough.....	3.500	.010	8.468
Trolley wire (miles):			
1/0 copper.....	.....	1.275	15.327
2/0 copper.....	.....	3.740	6.462
1/0 phono.....	.....	.....	.187
2/0 phono.....	.268	6.009	13.150
3/0 phono.....	.028	.055	.028
2/0 high strength.....	10.967	.088	22.750
3/0 high strength.....	.....	.055	.....
Iron bar.....	.....	.....	1.467
Underground conduit, terra cotta and fire clay:			
Miles of line.....	.....	.....	9.104
Duct miles.....	.....	.....	102.804
Transmission cables — underground (voltage 11,000) (miles):			
250,000 C. M., 3 cond. L. & P.....	.001	.001	54.975
350,000 C. M., 3 cond. L. & P.....	.....	.074	14.343
" " Adjustment."			

Brooklyn, Queens County and Suburban Railroad Company
Details of Tract, Roadway, and Electric Line Construction — Included

Items	Added during year	Removed during year	At close of year
Distribution cables — underground (voltage 600; 1 cond.) (miles):			
1,000,000 C. M., L. & P. positive.....	.....	.....	.501
2,000,000 C. M., L. & P. positive.....	.....	.....	.014
5,000,000 C. M., W. P. positive.....	.....	.....	.019
1,000,000 C. N., W. P. positive.....	.....	.....	.301
4/0 211,600 C. M., W. P. negative.....	.....	.....	.500
500,000 C. M., W. P. negative.....	.021	.001	.471
1,000,000 C. M., W. P. negative.....	.....	.....	.058
5,000,000 C. M., W. P. negative.....	.....	.....	.062
500,000 C. M. submarine positive.....	.029	.029	.117
Distribution cables — overhead (voltage 600) (miles):			
4/0 weatherproof.....	.....	.....	2.603
500,000 C. M. weatherproof.....	.....	.....	59.425
1,000,000 C. M. weatherproof.....	.....	.....	1.879

Track Structures.— Bridges, concrete, 1; steel or iron, 1; lengths, 60 and 180 feet, respectively. Overhead railway crossings, with steam railroads, 2.

Cars.— Total number available for service at the close of the year, 388, whereof passenger cars 370; mail cars, 3; non-revenue cars, 15. Of the 370 passenger cars, 121 are leased from the Transit Development Company, and 47 from the Nassau Electric Railroad Company. (For details, see Table IV.)

Miscellaneous.— Number of car houses, 2; number of transfer points, 220, whereof with own cars, 47, with cars of associated companies, 173; miles of telephone line, 5.039; miles of wire, 10.077; miles of signal line, .016; miles of wire, .032.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 32,164,818 fares, whereof 5-cent, 31,560,652; 3-cent, 604,166; transfers collected 20,409,108; carried free, 213,691. **Car Miles.**— 5,966,511; whereof active, 5,881,989; idle, 84,522. **Carseat Miles.**— 254,559,107. **Car Hours.**— 725,792 (active and idle).

(For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— Persons injured, 696, whereof 34 were serious and 662 were minor. Total amount paid during the year for injuries and damages caused by accidents that occurred during the year, \$13,874.49; for accidents that occurred in prior years, \$27,382.68. (For details of accidents, see Table XI.)

Employees and Wages.— [Inasmuch as some of the employees of this company are also in the service of other companies and their enumeration by each employing company in its report would necessarily show duplications, a combined statement for the companies of the Brooklyn Rapid Transit system is given in Table XII.]

Officers.— President, Bernard Gallagher; Vice-Presidents, C. D. Meneely and S. W. Huff; Secretary, J. H. Bennington; Treasurer, C. D. Meneely; Assistant Secretary, Charles W. Brown; Assistant Treasurer, W. J. O'Neill; Acting Assistant Secretary, H. R. Potts; Auditor and Comptroller, Howard Abel; Claim Agent, I. Isaacsen; General Counsel, G. D. Yeomans; General Purchasing Agent, Lincoln Van Cott.

Directors.— N. F. Brady, T. S. Williams, S. W. Huff, H. C. DuVal, Bernard Gallagher, C. D. Meneely, G. D. Yeomans, F. S. Flower, F. E. Gunnison.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Vice-President and Treasurer, September 29, 1916.

BROOKLYN RAPID TRANSIT SYSTEM

The Brooklyn Rapid Transit Company is a business corporation which has control of various street railroad companies through stock ownership as follows:

Sole direct control of—

New York Consolidated Railroad Company.

Brooklyn Heights Railroad Company.

Brooklyn, Queens County & Suburban Railroad Company.

Coney Island & Gravesend Railway Company.

Nassau Electric Railroad Company.

South Brooklyn Railway Company.

Joint direct control with New York Railways Company of the Bridge Operating Company.

Sole indirect control of New York Municipal Railway Corporation (lessor) whose stock is owned by New York Consolidated Railroad Company; of Prospect Park & South Brooklyn Railroad Company (lessor) and New York & Coney Island Railroad Company (lessor) whose stocks are owned by South Brooklyn Railway Company; and of Coney Island & Brooklyn Railroad Company a majority interest in the stock of which has been owned by Coney Island & Gravesend Railway Company since January 15, 1914.

Joint indirect control of Brooklyn & North River Railroad Company whose stock is owned jointly by Brooklyn Heights Railroad Company, Coney Island & Brooklyn Railroad Company and Nassau Electric Railroad Company with New York Railways Company and Third Avenue Railway Company.

The company also controls the Transit Development Company.

There are shown below the company's comparative consolidated balance sheet and comparative summaries of operations, which are taken from its report to stockholders for the year ended June 30, 1916; also excerpts from the Brooklyn Rapid Transit System's operating agreements which are on file with the Commission. Other data respecting the system companies (vis.: power-plant equipment, power-plant operations, accidents and damages, pay-roll and wage statistics) will be found in the general tables.

COMPARATIVE CONSOLIDATED BALANCE SHEET

ASSETS	June 30, 1916	June 30, 1915
Cost of road and equipment:		
Properties owned in whole or in part by Brooklyn Rapid Transit Company.....	\$137,563,099 94	\$137,145,788 23
Construction expenditures, constituent companies, not yet funded.....	2,128,552 33	2,011,059 49
	<hr/>	<hr/>
	\$139,701,652 27	\$139,156,847 72
Bonds of Brooklyn City Railroad Company deposited with trustee of Brooklyn Rapid Transit Company refunding 4% bonds.....	800,000 00	600,000 00
Advances to leased companies, account of additions and betterments to leased lines.....	11,308,659 72	11,179,455 08
Securities deposited with trustee to guarantee performance of terms of lease of Brooklyn City Railroad.....	4,153,945 00	4,153,945 00
(Comprising \$2,000,000 Brooklyn, Queens Co. & Suburban Railroad Co., 1st mortgage 5% bonds at 103½, \$25,000 Brooklyn Rapid Transit, 5% bonds at par, \$1,627,000; Brooklyn City Railroad consolidated 5's at 103½, \$125,000 Brooklyn City Railroad refunding 4's at par, and \$250,000 B. R. T. 1st refunding 4% bonds at par.)		
Capital expenditures, account of subway and rapid transit lines.....	39,807,250 27	29,329,392 38
Unapportioned debt discount chargeable to cost of construction and equipment, etc., under rapid transit contract.....	1,027,325 02	681,467 40
	<hr/>	<hr/>
	\$196,798,832 28	\$185,101,107 58
	<hr/>	<hr/>
Material and supplies.....	\$1,144,466 46	\$1,156,052 71

ABSTRACTS OF RETURNS OF COMMON CARRIERS 539

Brooklyn Rapid Transit System COMPARATIVE CONSOLIDATED BALANCE SHEET—Continued

	June 30, 1916	June 30, 1915
Current assets:		
Accounts receivable.....	\$788,028 41	\$877,225 82
Bills receivable.....	72,822 35	150,000 00
Investments.....	574,541 58	221,196 08
Cash on hand and in bank.....	2,215,194 42	2,617,337 57
	<u>\$3,650,586 76</u>	<u>\$8,865,759 47</u>
 In addition there are the following treasury bonds and stocks available for sale, not included in assets or liabilities: ¹		
Brooklyn Rapid Transit Company, capital stock, par value.	\$64,787 02	
Bonds of Brooklyn Rapid Transit and constituent companies, par value.....	\$80,219,572 50	
 Cash fund for construction and equipment of subways and rapid transit lines.....	<u>\$19,858,179 42</u>	<u>\$10,309,705 40</u>
 Special deposits of securities and cash:		
Insurance reserve investments.....	\$839,098 08	\$736,011 20
City of New York.....	1,000,000 00	1,000,000 00
Sinking fund deposits (The C. I. & B. R. R. Co.).....	17,892 65	17,892 65
City of New York corporate stock and cash deposited with State Workmen's Compensation Commission..	172,407 78	173,898 78
	<u>\$2,028,898 51</u>	<u>\$1,927,302 63</u>
 Unamortized debt discount and expense (C. I. & B. 4's).	\$120,312 50	\$123,437 50
Prepaid accounts.....	311,841 67	389,510 25
	<u>\$223,913,117 60</u>	<u>\$202,872,875 54</u>
LIABILITIES		
Capital stock:		
Brooklyn Rapid Transit Company —		
Capital stock.....	\$74,520,000 00	\$74,520,000 00
Less — in treasury.....	64,787 02	64,782 02
	<u>\$74,455,212 98</u>	<u>\$74,455,217 98</u>
 Constituent companies —		
Shares not owned by the Brooklyn Rapid Transit System.....	1,120,108 98	1,120,808 98
	<u>\$75,575,321 96</u>	<u>\$75,576,026 96</u>
 Funded debt:		
Issued —		
Brooklyn Rapid Transit Company.....	\$33,086,000 00	\$32,442,000 00
The Brooklyn Heights Railroad Company.....	250,000 00	250,000 00
The Nassau Electric Railroad Company.....	15,000,000 00	15,000,000 00
Brooklyn, Queens Co. & Suburban R. R. Co.....	6,624,000 00	6,624,000 00
New York Consolidated Railroad Company.....	23,650,000 00	23,650,000 00
B. R. T. Co.'s 6-year 5% secured gold notes.....	57,735,000 00	39,699,000 00

¹ These figures are as of June 30, 1916; the company shows also that at June 30, 1915, there were in the treasury "available for sale, not included in assets or liabilities," Brooklyn Rapid Transit Co. capital stock of the par value of \$64,782.02 and bonds of Brooklyn Rapid Transit and constituent companies of a par value of \$61,539,572.50.

Brooklyn Rapid Transit System
COMPARATIVE CONSOLIDATED BALANCE SHEET—Concluded

	June 30, 1916	June 30, 1915
Funded debt:		
Issued—		
New York Municipal Railway Corporation—		
5% bonds.....	\$60,000,000 00	\$40,000,000 00
The Coney Island & Brooklyn R. R. Co.....	6,232,000 00	6,232,000 00
	<hr/>	<hr/>
	\$202,577,000 00	\$163,897,000 00
Less in treasury or pledged as collateral.....	80,219,572 50	61,539,572 50
Deposited with trustees of mortgages.....	1,891,000 00	1,891,000 00
	<hr/>	<hr/>
	\$120,466,427 50	\$100,466,427 50
	<hr/>	<hr/>
Real estate mortgages.....	\$438,062 16	\$442,662 16
	<hr/>	<hr/>
Current liabilities:		
Bills payable (secured by deposit of Brooklyn Rapid Transit Company refunding bonds).....	\$2,600,000 00	\$3,701,604 73
Accounts payable (including dividend).....	4,906,880 90	3,741,074 52
Taxes accrued.....	608,638 55	1,781,391 03
Interest accrued on funded debt.....	616,420 99	616,420 99
Interest and rentals accrued.....	512,801 87	72,974 77
	<hr/>	<hr/>
	\$9,244,741 81	\$9,913,466 04
	<hr/>	<hr/>
Rapid transit construction and equipment liabilities:		
Payable from special fund as per contra.....	\$365,731 63	\$461,243 79
Proceeds from sale of real estate and property awards.....	1,183 95	256,876 31
Unearned discount:		
New York Municipal Railway Corporation's bonds...	\$1,732,050 00	\$1,190,970 00
The C. I. & B. R. R. Co.'s consolidated mortgage bonds.....	125,000 00	125,000 00
	<hr/>	<hr/>
	\$1,857,050 00	\$1,315,970 00
	<hr/>	<hr/>
Reserves:		
Insurance reserve.....	\$890,526 35	\$787,439 47
Accrued amortisation of capital and sinking fund accrual.....	2,228,069 71	1,733,940 23
Special reserve.....	1,254,487 63	1,261,860 78
Employer's liability reserve.....	28,860 86	34,995 85
	<hr/>	<hr/>
	\$4,401,944 55	\$3,818,236 33
Surplus.....	11,562,654.04	10,621,966 45
	<hr/>	<hr/>
	\$223,913,117 60	\$202,872,875 54
	<hr/>	<hr/>

INCOME STATEMENT:

COMPARATIVE SUMMARY OF OPERATIONS FOR YEARS ENDING JUNE 30, 1916 AND 1915

	1916	1915	Inc. (+) or Dec. (—)	Per cent
Revenue from Operation				
Transportation.....	\$27,557,278 60	\$26,096,265 28	+\$1,461,013 32	5.60
Miscellaneous.....	391,493 21	331,421 38	+ 60,071 83	18.13
	<hr/>	<hr/>		
Total.....	\$27,948,771 81	\$26,427,686 66	+\$1,521,085 15	5.76
	<hr/>	<hr/>		

* These figures are taken from the report to stockholders and have not been examined or analyzed by the Commission.

Brooklyn Rapid Transit System
Income Statement — Concluded

Operating Expenses	1916	1915	Inc. (+) or Dec. (—)	Per cent
Maintenance of way and structure.	\$2,485,421 27	\$2,391,814 72	+	\$93,606 55 3.91
Maintenance of equipment.....	2,508,369 50	2,401,841 01	+	106,528 49 4.44
Operation of power plant.....	1,725,307 49	1,553,177 64	+	172,129 85 11.08
Operation of cars — trainmen's wages.....	5,084,648 98	4,787,574 42	+	297,074 56 6.21
Operation of cars — other expenses	1,858,323 03	1,744,690 36	+	113,632 67 6.51
Damages.....	602,968 49	607,700 61	—	4,732 12 .78
Legal expense in connection with damages.....	256,113 96	261,153 68	—	5,039 72 1.93
General law expenses.....	66,038 78	53,406 20	+	12,632 58 23.65
Other general expenses.....	797,652 10	819,754 21	—	22,102 11 2.70
Freight and mail expenses.....	302,102 97	338,414 33	—	36,311 36 10.73
American Railway Traffic Co.— expenses.....	6,961 24	854 19	+	6,107 05 715.11
Total.....	\$15,693,907 81	\$14,960,381 37	+	\$733,526 44 4.90
Net revenue from operation.....	\$12,254,864 00	\$11,467,305 29	+	\$787,558 71 6.87
Income from other sources.....	438,705 88	438,715 01	—	9 13
Total.....	\$12,693,569 88	\$11,906,020 30	+	\$787,549 58 6.61
Deductions				
Taxes.....	\$1,837,682 52	\$1,700,035 40	+	\$137,647 12 8.10
Interest and rentals (net).....	5,244,055 18	4,693,423 78	+	550,631 40 11.73
Total.....	\$7,081,737 70	\$6,393,459 18	+	\$688,278 52 10.77
Surplus for year.....	\$5,611,832 18	\$5,512,561 12	+	\$99,271 06 1.80
Surplus at beginning of year.....	10,621,966 45	9,732,588 50	+	889,377 95
Other credits to surplus during year	69,958 05	4,131 20	+	65,826 85
Total.....	\$16,303,756 68	\$15,249,280 82	+\$1,054,475 86	.....
Of this amount there has been appropriated:				
Accounts written off.....	\$6,330 75	\$12,327 56	—	\$5,996 81
Adjustment of franchise taxes, 1906-1912.....	183,970 44	.....	+	183,970 44
Adjustment of expenses prior years.....	8,621 97	35,088 74	—	26,466 77
Supersession and depreciation..	66,247 94	45,062 12	+	21,185 82
Expenses in connection with Thompson Legislative Investigation.....	4,850 00	.....	+	4,850 00
Loss from operation of employees' restaurants.....	2,338 35	9,445 97	—	7,107 62
Allowances to employees in military service.....	1,425 19	.....	+	1,425 19
Loss from operation of surface cars over Manhattan bridge..	.....	58,071 98	—	58,071 98
Dividend on B. R. T. Co.'s stock outstanding.....	4,467,318 00	4,467,318 00	.....	.....
Total appropriations.....	\$4,741,102 64	\$4,627,314 37	+	\$113,788 27
Balance sheet surplus.....	\$11,562,654 04	\$10,621,966 45	+	\$940,687 59

Brooklyn Rapid Transit System
INTERCORPORATE HOLDINGS

The Brooklyn Rapid Transit Company, in compliance with the order of the Commission in Case No. 2128, adopted August 11, 1916, submitted the following information.

SCHEDULE 1. SECURITIES AND EVIDENCES OF INDEBTEDNESS OF COMMON CARRIERS OWNED OR CONTROLLED BY BROOKLYN RAPID TRANSIT COMPANY AS OF JUNE 30, 1916

(A) CAPITAL STOCK CONTROLLED DIRECTLY

Name of Company	Par value	Date of acquisition	Amount paid therefor
N. Y. Cons. R. R. Co.....	\$17,965,516 02	Prior to June 30, 1907..	\$11,312,464 15
The Nassau Elec. R. R. Co....	14,866,775 00	Prior to June 30, 1907..	11,904,174 50
The So. Bklyn. Ry. Co.....	499,100 00	Prior to June 30, 1907..	1,019,762 63
C. I. & G. Ry. Co.....	350,000 00	Prior to June 30, 1907..	\$14,600 00
Bridge Operating Co.....	50,000 00	Prior to June 30, 1907..	50,000 00
The Bklyn. Hts. R. R. Co.....	198,700 00	Prior to June 30, 1907..	\$.....
B. Q. C. & S. R. R. Co.....	1,999,100 00	Prior to June 30, 1907..	\$.....

(B) CAPITAL STOCK CONTROLLED INDIRECTLY

Holding company	Name of common carrier	Par value	Date of acquisition	Amount paid therefor
Transit Dev. Co.....	The Nassau Elec. R. R. Co..	\$26,900	Feb. and Nov., 1912.	\$14,815 00
Transit Dev. Co.....	The C. I. & B. R. R. Co.....	47,000	Feb., 1914 to April, 1916.....	46,811 00
Transit Dev. Co.....	N. Y. Cons. R. R. Co.....	251,800	Sept., 1913.....	256,500 00
Transit Dev. Co.....	N. Y. & C. I. R. R. Co.....	10,000	Nov., 1912.....	12,105 55
Transit Dev. Co.....	P. P. & C. I. R. R. Co.....	2,700	Oct., 1915.....	2,700 00
C. I. & G. Ry. Co.....	The C. I. & B. R. R. Co.....	2,637,000	Jan. and Oct., 1914.	2,637,128 42
N. Y. Cons. R. R. Co.....	N. Y. Mun. Ry. Corp.....	200,000	Mar., 1913 and Apr., 1915.....	200,038 45
So. Bklyn. Ry. Co.....	N. Y. & C. I. R. R. Co.....	82,000	July, 1912.....	152,093 58
So. Bklyn. Ry. Co.....	P. P. & So. Bklyn. Ry. Co....	49,500	July, 1912.....	
The C. I. & B. R. R. Co.....	DeKalb Av. & N. B. R. R. Co.	10,000	June, 1910.....	10,000 00
The C. I. & B. R. R. Co.....	Bklyn. & N. R. R. R. Co.....	25,000	Dec., 1913.....	25,099 00
The Bklyn Hts. R. R. Co.....	Bklyn. & N. R. R. R. Co....	12,500	Dec., 1913.....	12,504 50
The Nassau Elec. R. R. Co....	Bklyn. & N. R. R. R. Co.....	12,500	Dec., 1913.....	12,504 50

(C) BONDS OWNED OR CONTROLLED

Owned;	Name of Security	Par value	(Term) date of maturity	Rate of interest	Amount paid therefor
	The Bk. City R.R. Co. ref. mtge. bds..	\$925,000 00	May 1, 1956	4%	\$925,000 00
	The Bk. City R. R. Co. 1st Cons. mtge. bds.....	1,627,000 00	July 1, 1941	5%	\$.....
	P. P. & C. I. R. R. Co. income bonds.	1,450 00	1920	6%	\$1,207 50
	The Nassau Elec. R. R. Co. 1st cons. mtge. bonds.....	1,161,000 00	Jan. 1, 1951	4%	\$1,161,000 00
	B. Q. Co. & S. R. R. Co. 1st mtge. bds.	2,000,000 00	July 1, 1941	5%	\$.....
	The C. I. & B. R. R. Co. cons. mtge. bonds.....	625,000 00	Jan. 1, 1955	4%	\$500,000 00
	N. Y. Mun. Ry. Corp. 1st mtge. bds..	57,735,000 00	Jan. 1, 1966	5%	\$58,002,950 00
Controlled:					
	B. Q. Co. & S. R. R. Co. 1st cons. mtge. bonds (owned by The Bklyn. Hts. R. R. Co.).....	50,000 00	July 1, 1941	5%	\$50,000 00
	Sea Beach Ry. Co. cons. mtge. bonds (owned by The Nassau Electric R. R. Co.).....	22,500 00	Sept. 1, 1916	4%	\$22,500 00

* Includes cost of \$35,400 par value of Coney Island & Gravesend Railway stock.

* See note 3.

* Acquired under plan of reorganization of Long Island Traction Company. See details in evidence Public Service Commission investigation, August, 1907.

* Property covered by mortgage.

* Acquired with other assets under Long Island Traction Reorganization Plan. Property covered by mortgage.

* Bonds are not secured by mortgage.

* Brooklyn Rapid Transit first refunding general mortgage bonds, \$1,161,000 issued in exchange. Property covered by mortgage.

* Acquired through sale of Brooklyn Rapid Transit six-year 5 per cent gold notes. Property covered by mortgage.

Brooklyn Rapid Transit System

SCHEDULE 1 — Concluded

(D) NOTES OWNED OR CONTROLLED

Name of Company	Par value	Term	Rate of interest	Amount paid therefor	Security
South Brooklyn Ry. Co.....	\$375,000 00	Demand.	5%	\$375,000 00	None
N. Y. Mun. Ry. Corp.....	692,384 99	Demand.	No interest	692,384 99	None

(E) OTHER EVIDENCES OF INDEBTEDNESS OWNED OR CONTROLLED

Company	Total	Rate of interest	Security	Amount paid therefor
Equity in Bklyn. City R. R. Co., construction advances.....	Lease B. City	6%	Agreement between B. R. T. Co. and The B. H. R. Co., March 24, 1896..	\$5,380,476 79
The Bklyn. Heights R. R. Co.....	R. R. Co...			

Certificates of Indebtedness:

The Bklyn. Heights R. R. Co., account				
The B. City R. R. Co.....	Demand.....	6%	The property covered by these certificates of indebtedness is held in trust by railroad companies for payment of said securities.	4,572,730 01
The Nassau Electric R. R. Co.....	Demand.....	6%		4,536,864 81
Bklyn., Queens Co. & Sub. R. R. Co.....	Demand.....	6%		1,809,848 75
The Coney Island & Bklyn. R. R. Co.....	Demand.....	6%		118,293 46
Coney Island & Gravesend Ry. Co.....	Demand.....	6%		2,637,000 00
New York Consolidated R. R. Co.....	Demand.....	6%	The property covered by certificates is secured by mortgage, March 29, 1907 to Central Trust Co. of N. Y.	14,588,138 59
South Brooklyn Railway Company.....	Demand.....	6%		906,660 79
South Brooklyn Railway Company, account				
P. P. & C. I. R. R. Co.....	Demand.....	6%		1,442,292 93

SCHEDULE 2. OBLIGATIONS OF BROOKLYN RAPID TRANSIT COMPANY TO ASSOCIATED COMPANIES AS OF JUNE 30, 1916

(A) BILLS PAYABLE ON DEMAND (RATE OF INTEREST, 5 PER CENT)

Name of Company	Amount
The Brooklyn Heights Railroad Company.....	\$2,456,684 82
The Nassau Electric Railroad Company.....	896,334 46
Brooklyn, Queens Co. & Suburban R. R. Co.....	665,000 00
Coney Island & Gravesend Railway Company.....	230,000 00
The Coney Island & Brooklyn Railroad Co.....	145,000 00
New York Consolidated Railroad Company.....	3,753,104 09
New York & Coney Island Railroad Company.....	25,000 00
Prospect Park & South Brooklyn R. R. Co.....	25,000 00

(B) ACCOUNTS PAYABLE

The Brooklyn Heights Railroad Company, \$57,151.82; The Nassau Electric Railroad Company, \$31,894.07; Brooklyn, Queens County & Suburban Railroad Company, \$24,767.24; Coney Island & Gravesend Railway Company, \$5,750; The Coney Island & Brooklyn Railroad Company \$3,625; New York Consolidated Railroad Company, \$102,263.65; New York & Coney Island Railroad Company, \$625; Prospect Park & South Brooklyn Railroad Company, \$625; New York Municipal Railway Corporation, \$150.17.

Brooklyn Rapid Transit System

SCHEDULE 2 — *Concluded*

(c) CONTINGENT OBLIGATIONS AS GUARANTOR OR ENDORSER

Trust agreement between B. R. T. Company and Central Trust Company of New York, Trustee: whereby this company jointly with the New York Consolidated Railroad Company guarantees principal and interest of New York Municipal Railway Corporation first mortgage 5 per cent sinking fund gold bonds as issued from time to time.

Agreement September 1, 1897 between bondholders of Sea Beach Railway Company and B. R. T. Company whereby consolidated mortgage bonds, principal and interest thereon at 4 per cent were assumed by B. R. T. Company in consideration of reduction of interest on said bonds from 5 per cent to 4 per cent.

SCHEDULE 3

CAPITAL ISSUES OF BROOKLYN RAPID TRANSIT COMPANY AND CONSIDERATIONS RECEIVED THEREFOR

First mortgage bonds :	\$7,000,000 00
Purpose of issue:	
To take up old L. I. T. collateral trust notes.....	\$1,875,000 00
To stockholders L. I. T. for subscriptions paid in.....	3,000,000 00
For corporate purposes of new company.....	2,125,000 00
	<hr/>
	\$7,000,000 00
	<hr/>
Stocks:	
In exchange for old stock of L. I. T. Co. (\$30,000,000.00).....	\$15,000,000 00
To subscribers under reorganization plan.....	2,250,000 00
To collateral trust note holders.....	1,406,250 00
To holders of participation certificates.....	167,000 00
For reorganization expenses and corporate uses of new company.....	1,176,750 00
	<hr/>
	\$20,000,000 00
	<hr/>

The cash subscriptions were applied as follows:

The assets acquired were substantially as follows:

- (1) Entire capital stock of Brooklyn Heights Railroad Company (except shares qualifying directors), par value \$200,000.00, carrying with it lease of Brooklyn City Railroad Company for 999 years.
- (2) Entire capital stock of Brooklyn, Queens County and Suburban Railroad Company (except shares qualifying directors), par value, \$2,000,000.00.
- (3) Guaranty Fund for performance of lease of Brooklyn City Railroad Company to Brooklyn Heights Railroad Company, consisting of \$2,000,000.00 par value, Brooklyn, Queens County & Suburban Railroad Company first mortgage bonds, and \$1,627,000.00 par value Brooklyn City Railroad Company first mortgage bonds.
- (4) Equity in construction account of Brooklyn Heights Railroad Company against Brooklyn City Railroad Company.

On February 11, 1899, the stockholders of the Brooklyn Rapid Transit Company authorized an increase of the capital stock from \$20,000,000.00 to \$45,000,000.00. The additional \$25,000,000.00 of stock has been issued as follows:

February 15, 1899, \$9,500,000.00 issued for \$7,126,541.00 common, \$5,605,300 preferred, Nassau Elec. R. R.

March 27, 1899, \$7,863,650 issued for \$9,793,100 common, \$2,967,100 preferred, B. U. E. stock.

March 27, 1899, \$200,000 issued for cash at par.

March 29, 1899, \$2,667,672 issued for cash at par.

April 6, 1899, \$1,106,350 issued for \$1,204,300 common, \$504,200 preferred, B. U. E. stock.

May 3, 1899, \$1,516,100 issued for cash at \$120 per share; amount realized \$1,819,320.

November —, 1899, \$2,000,000 issued for \$2,800,000 preferred, \$6,000,000 common, Kings County Elevated stock.

Total, \$24,853,772.

Brooklyn Rapid Transit System

Recapitulation

\$20,470,000 00	B. R. T. stock issued for \$36,000,541.00 B. U. E., Kings Co. & N. E. R. R. Co.'s preferred and common stocks.
4,383,772 00	B. R. T. stock issued for cash, realizing \$4,686,992.00.
20,000,000 00	B. R. T. stock issued account reorganization L. I. Traction Co., etc.— as above.
<hr/>	
44,853,772 00	
17,554 02	From the above total should be deducted amount turned back by reorganisa- tion committee.
<hr/>	
\$44,836,217 98	
8 615	Reacquired scrip.
<hr/>	
\$44,836,209 365	
29,619,000 000	Issued account of 1st refdg 4% bonds converted.
<hr/>	
\$74,455,209 365	Net capital stock outstanding.

First refunding 4% bonds:

Total sold.....	\$34,839,000 00
Realized.....	28,437,295 93

Principal officers.— President, T. S. Williams; Vice-President and Treasurer, C. D. Meneely, Vice-President, S. W. Huff; Secretary, J. H. Bennington.

Directors.— N. F. Brady, T. S. Williams, W. G. Oakman, James N. Wallace, Henry Evans; J. Horace Harding, H. C. Du Val, C. D. Meneely, Bernard Gallagher, J. C. Brady, Colgate Hoyt, G. W. Davison, Eugene N. Foss.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

MISCELLANEOUS INFORMATION

The information as to intercorporate holdings submitted by the Brooklyn Rapid Transit Com - pany in compliance with the order of the Commission in Case No. 2128 adopted August 11, 1916, together with the corresponding information relating to the non-railway companies derived from other sources and other information as to length of road and termination of leases is summarized in the following table. For description of and chart based on the table see page 106 of this volume.

BROOKLYN RAPID TRANSIT COMPANY — INTERCORPORATE HOLDINGS AS OF JUNE 30, 1916*

Contract	Miles of revenue running track owned	Stock Owelanded			Preferred Debt Owelanded			Date of termination of lease
		Total	Held by B. R. T. company	Held by other system companies	Total	Held by B. R. T. company	Held by other system companies	
.....	.....	\$74,455,328 37	\$17,065,816 08	.....	669,017,128 37	" \$20,806,000 00	" \$10,307,123 37	.....
.....	106,307	18,900,000 00	.....	" \$251,300 00	28,238,138 59	14,588,138 59	" 23,500 00	.....
.....	31,821	200,000 00	.....	" 200,000 00	80,692,384 99	88,427,384 99	.....	Dec 31, 1905
.....	128,057	15,000,000 00	14,868,778 00	" 26,900 00	19,838,702 81	8,697,864 81	.....	.....
.....	0 918	500,000 00	499,100 00	.....	2,572,943 73	2,722,943 73	.....	.....
.....	4 081	100,000 00	.....	" 92,000 00	.....	.....	.....	2878
B. R.	.....	.....	.....	.....	.....	.....	.....	.....
.....	3 006	50,000 00	.....	17 49,500 00	.....	.....	.....	2898
.....	7 499	250,000 00	250,000 00	.....	2,687,000 00	2,687,000 00	.....	.....
.....	44 714	2,983,900 00	.....	19 3,684,000 00	6,261,708 48	742,208 48	.....	.....
Co.	.....	10,000 00	.....	10 10,000 00	20,614 93	.....	" 20,614 93	.....
.....	4 049	200,000 00	198,700 00	.....	10,209,206 80	9,943,206 80	.....	.....
.....	59 916	2,000,000 00	1,999,100 00	.....	8,474,705 98	8,889,843 75	" 98,867 18	.....
.....	.....	500,000 00	500,000 00	.....	N. R.	N. R.	N. R.	.....
.....	.....	10,000 00	10,000 00	.....	N. R.	N. R.	N. R.	.....
Total.....	.....	\$115,248,109 37	\$36,389,191 02	\$8,313,700 00	\$247,944,708 10	\$119,475,686 13	\$10,449,005 48	.....
Joint control:	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	\$102,000 00	.....	" \$50,000 00	.....	.....	.....	.....
.....	.....	100,000 00	\$50,000 00	.....	.....	.....	.....	.....
Total.....	.....	\$200,000 00	\$50,000 00	\$50,000 00	.....	.....	.....	.....
Leased lines, not controlled:	.....	.....	.....	.....	.....	.....	.....	.....
.....	" 40 620	.....	.....	.....	\$33,604,963 44	.....	.....	1906
.....	12 925	\$250,000 00	.....	\$9,700 00	1,280,500 00	\$1,450 00	.....	2896
.....	209 644	12,000,000 00	.....	.....	6,925,000 00	2,552,000 00	.....	2892
Total.....	.....	\$12,250,000 00	.....	\$9,700 00	\$41,910,463 44	\$3,553,450 00	.....	.....

* Includes certain items not shown in the chart of intercorporate control as the close of this volume. See also general tables XIX and XXI in Part II.

† Includes \$5,000 held by a non-operating system company.

‡ Consists of the following: New York Consolidated Railroad, \$4,103,104.09; Nassau Electric Railroad, \$1,957,334.46; trustees, Nassau Consolidated mortgage, \$700,000; New York & Coney Island, \$25,000; Prospect Park & South Brooklyn, \$25,000; Coney Island & Gravesend, \$230,000; Coney Island & Brooklyn, \$145,000; Brooklyn Heights, \$2,450,984.82; Brooklyn, Queens County & Suburban, \$665,000.

§ Held by Transit Development Company.

|| Held by Nassau Electric Railroad.

¶ Held by New York Consolidated Railroad.

‡ Consists of \$22,000 held by South Brooklyn Railway and \$10,000 held by Transit Development Company.

† Held by South Brooklyn Railway.

‡ Consists of \$2,637,000 held by Coney Island & Gravesend Railroad and \$47,000 held by Transit Development Company.

§ Held by Coney Island & Brooklyn Railroad.

|| Proprietary corporation; date not fixed.

¶ Consists of \$50,000 held by Brooklyn Heights Railroad, and \$49,957.18 held by Transit Development Company.

§ Consists of \$25,000 held by Coney Island & Brooklyn Railroad; \$12,500 by Brooklyn Heights Railroad, and \$12,500 by Nassau Electric Railroad.

¶ Date not fixed.

† Includes less 2.524 miles of track on Manhattan bridge.

Brooklyn Rapid Transit System

EXCERPTS FROM OPERATING AGREEMENTS

It should be noted that the Brooklyn Union Elevated R. R. Co. and the Sea Beach Ry. Co.; parties to various of the agreements, together with the lessor Canarsie R. R. Co., were consolidated into the New York Consolidated R. R. Co. November 30, 1912. Also the Coney Island & Brooklyn R. R. Co. entered the system January 15, 1914. The following are, with the exception of the insurance statement, excerpts that show the interest of the various companies in the operations under these joint agreements.

MAINTENANCE

*Extracts from the agreement of February 28, 1907, between the Transit Development Co. and the Brooklyn Heights R. R. Co., the Nassau Electric R. R. Co., Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Gravesend Ry. Co., South Brooklyn Ry. Co., Sea Beach Ry. Co. and Brooklyn Union Elevated R. R. Co. in re maintenance.**

Inasmuch as all of the parties of the second part with the exception of the "Gravesend Company" by leasing the above described properties contribute in approximately equal proportions with the exception of the repair shops at 52d street and East New York, leased by the "Heights Company," the repair shops at 36th street and 39th street, leased by the "South Brooklyn Company," and the repair shops at East New York, leased by the "Elevated Company," no rental shall be charged to the "Transit Company" for the properties hereinabove described, except those specifically mentioned in this paragraph. For the repair shops at 52d street and East New York, leased by the "Heights Company," the "Transit Company" agrees to pay rental at the rate of \$17,500 per annum; for the repair shops at 36th street and 39th street, leased by the "South Brooklyn Company," the "Transit Company" agrees to pay rental at the rate of \$20,000 per annum; and for the repair shops at East New York, leased by the "Elevated Company," the "Transit Company" agrees to pay rental at the rate of \$10,000 per annum; such rental in each case to be paid in monthly installments by crediting the amount thereof on the bills rendered to each company respectively under and pursuant to other provisions of this agreement hereinbelow contained.

The "Transit Company" agrees from and after the date of this agreement and during the continuance thereof to take over and employ all the officers and employees of the parties of the second part, or such of the same as may be necessary; now engaged in the conduct of the premises herein above leased, and in the maintenance, repair, renewal and construction of the tracks, roadbeds, sub and superstructures, poles, wires, appurtenances, and buildings of the parties of the second part; to administer the premises hereinabove leased; to furnish all labor and materials necessary for maintaining, repairing and renewing all car and electrical equipment belonging to the parties of the second part and all track, roadway, sub and superstructures, poles, wires, appurtenances and buildings, and to furnish all necessary materials and labor required for the construction or additions of track, sub and superstructures, poles, wires, appurtenances and buildings approved by the parties of the second part or by either of them respectively as their interest may appear, and to enter into, on behalf of the parties of the second part, or any of them, as may be required, contracts for the furnishing and delivery to any or all of the said parties of the second part of additional cars and equipment.

As to all labor (including engineering services) and materials furnished by the "Transit Company" to any or all of the parties of the second part in connection with the construction of additions and improvements and work of an extraordinary character, and as to the contracting for and delivery of all additional car and electrical equipment, the "Transit Company" shall first receive the authorization therefor from the company for whose benefit such additions and improvements or such car and electrical equipment may be furnished, and shall bill the cost thereof to the company from which such authorization is received, and such cost will be repaid to the "Transit Company" by such company within thirty (30) days after the receipt of such statement of cost.

For the purposes of this agreement, the properties owned or operated by South Brooklyn Railway Company, Sea Beach Railway Company and Brooklyn Union Elevated Railroad Company, are hereby designated as "Elevated Lines"; and the properties owned or operated by The Brooklyn Heights Railroad Company, The Nassau Electric Railroad Company, Brooklyn, Queens County & Suburban Railroad Company and Coney Island & Gravesend Railway Company, are hereby designated as "Surface Lines."

* By an agreement dated January 17, 1914 the Coney Island & Brooklyn R. R. Co. became a party to the above agreement as modified by the agreement dated November 1, 1908 and as further modified by the agreement dated August 1, 1913.

Brooklyn Rapid Transit System

As to all labor performed (including engineering services), and all materials furnished in the maintenance, repair and renewal of all "Surface Lines," such as track and roadway, sub and superstructures, poles, wires, appurtenances and buildings, other than work of an extraordinary character above provided for, the cost to the "Transit Company" of furnishing the same including rentals for repair shops leased by the "Heights Company" shall be repaid by the parties of the second part, respectively, in the following manner.

On or before the fifth day of each month after the first month of this agreement, each of the parties of the second part hereto operating "Surface Lines," will file with the "Transit Company" a statement showing the car mileage of all cars operated by the company filing said statement whether on its own tracks or on the tracks of other companies, during the preceding month.

The gross surface car mileage thus reported by the parties of the second part shall be divided by the "Transit Company" into the aforesaid repair, maintenance and renewal cost of "Surface Lines" and the resulting quotient will be the price per car mile which shall be charged to each of the parties of the second part operating "Surface Lines"; and the "Transit Company" on or before the fifteenth day of each month shall bill each of the parties of the second part for such amount as shall equal the number of car miles reported by it, multiplied by the unit cost per mile, plus a profit of five (5) per cent; crediting the "Heights Company" on its bills, however, the rentals charged by it as hereinabove provided for the use of repair shops.

In view of the fact that the "Gravesend Company" contributes no property for joint use as herein provided, but receives full facilities under this agreement, it is agreed that the "Transit Company" shall in addition to the sum charged the "Gravesend Company" in the manner hereinabove provided charged to said company each year the sum of two thousand five hundred dollars (\$2,500), and this additional amount shall be credited on the bills rendered to each of the other companies operating "Surface Lines" in proportion to their respective car mileage.

As to all labor performed (including engineering services) and all materials furnished in the maintenance, repair and renewal of all "Elevated Lines" such as track and roadway, sub and superstructures, poles, wires, appurtenances and buildings other than work of an extraordinary character above provided for, the cost to the "Transit Company" of furnishing the same, including rentals for repair shops leased by the "Elevated Company" and the "South Brooklyn Company" shall be repaid by the parties of the second part respectively in the following manner:

On or before the fifth day of each month after the first month of this agreement, each of the parties of the second part hereto operating "Elevated Lines" will file with the "Transit Company" a statement showing the car mileage of all cars operated by the company filing said statement whether on its tracks or on the tracks of other companies during the preceding month.

The gross elevated car mileage thus reported by the parties of the second part shall be divided by the "Transit Company" into the aforesaid repair, maintenance and renewal cost of "Elevated Lines" and the resulting quotient will be the price per car mile which shall be charged to each of the parties of the second part operating "Elevated Lines," and the "Transit Company" on or before the fifteenth day of each month shall bill each of the parties of the second part for such amount as shall equal the number of car miles reported by it, multiplied by the unit cost per car mile plus a profit of five (5) per cent, crediting, however, on its bills to the "Elevated Company" and to the "South Brooklyn Company" respectively the rentals charged by each respectively as hereinabove provided for the use of repair shops.

Inasmuch as it is impossible to apportion between surface and elevated lines certain items entering into the relative cost as above set forth, it is agreed that as to such items the amount thereof shall be charged to the parties hereto of the second part upon the basis of relative car mileage as shown by the reports hereinabove required to be made by the parties of the second part hereto.

Extract from agreement of November 1, 1908, modifying above agreement:

That there shall be substituted in said agreement of February 28, 1907, for the Herkimer Street emergency station and storage yard leased by the "Heights Company" the new buildings and storage yard located at No. 849 Nostrand avenue, Borough of Brooklyn; that the "Transit Company" will pay to the "Heights Company" as rental for such substituted buildings and storage yard the sum of twenty thousand dollars (\$20,000) per annum; and that all the provisions of said agreement of February 28, 1907, relating to the time and manner of paying such rental and all the terms and conditions of said agreement, governing the property leased shall apply to the premises hereby leased.

Brooklyn Rapid Transit System

Extract from agreement of August 1, 1913, further modifying above agreement:

That there shall be included in said agreement of February 28, 1907, the premises known as No. 40 State street, Borough of Brooklyn [now occupied by Transit Development Company] that the "Transit Company" will pay to the "Heights Company" as rent for said No. 40 State street, the sum of one thousand dollars (\$1,000) per annum and that all of the provisions of said agreement of February 28, 1907, relating to the time and manner of paying such rental and all the terms and conditions of said agreement governing the property leased, shall apply to the premises hereby leased.

POWER

*Extracts from power agreement of July 1, 1908, between the Transit Development Co. and the Brooklyn Heights R. R. Co., the Brooklyn Union Elevated R. R. Co., the Nassau Electric R. R. Co., the Brooklyn, Queens County & Suburban R. R. Co., the Coney Island & Gravesend Ry. Co., the South Brooklyn Ry. Co., the Sea Beach Ry. Co., and the American Railway Traffic Co.**

The "Transit Company," as the owner of certain power houses and sub-stations and as the lessee from certain of the parties of the second part of other power houses and sub-stations, agrees to furnish at said power houses and sub-stations electrical power for the use of the parties of the second part under the following terms and conditions:

The price of the power thus furnished shall be computed in the following manner:

1. *The Fixed Charge Cost.*—The parties hereto contribute power plants and transmission facilities, the relative values of which, but not the actual values, are essential to the equitable division of cost of power hereunder. Such relative values shall be fixed as of the thirty-first day of July, 1908, by the Electrical Engineer of the "Transit Company," subject to the approval, however, of each of the parties hereto. Such values shall be computed on actual cost as to power houses and sub-stations constructed wholly since July 1, 1902, and as to power houses and sub-stations constructed in whole or in part prior to said date and as to all other facilities no matter when constructed, upon such basis as may be considered equitable by said Electrical Engineer, the object of such computation being not to estimate the actual present values of the facilities furnished but to produce such figures as will show the relative contribution by each company, and nothing contained herein or in any approval of such Electrical Engineer's figures by any of the parties hereto shall be regarded as such party's appraisal of the properties contributed by it but merely as an expression for the purposes of this agreement of the relative value which the facilities furnished by each company bears to the value of facilities furnished by the other companies, parties to this agreement.

As changes, additions and improvements are made from time to time to the above facilities the relative values of the facilities contributed by each company will vary, and for the purpose of reflecting such variations it is agreed that notice shall be given, and the value of such changes, additions and improvements shall from month to month be added to or subtracted from (as the case may be) the contribution of each company, as determined by the Electrical Engineer in the manner above provided.

An amount computed at the rate of ten (10) per cent per annum upon the total value of the facilities contributed, as shown by the determination of the Electrical Engineer or as said determination may be modified from time to time by the additions or subtractions as hereinbefore set forth, shall be charged by the "Transit Company" each month as "The Fixed Charge Cost" of power.

2. *The Production Cost.*—The "Transit Company" shall include in "The Production Cost" of power produced each month all cost of fuel, materials and labor, the cost of operating and maintaining all power houses and sub-stations operated by it, the cost of maintaining all docks and canals essential thereto, the cost of maintenance and repair of all machinery, tools and appurtenances in or about said power houses and sub-stations and either as a charge or as a credit, (as the case may be) the difference between the amounts received by the parties of the second part for power sold by them to persons or corporations not parties to this agreement, and the amounts paid by the parties of the second part to persons or corporations not parties to this agreement for power furnished to the parties of the second part by such persons or corporations. In case the "Transit Company" shall buy from or sell power to other persons or corporations than the parties to this agreement, the difference between the amounts paid for the power thus bought and the receipts from the power thus sold shall also be charged against or credited to (as the case may be) "The Production Cost" of power.

The total cost of power for any one month shall be the sum of "The Fixed Charge Cost" and "The Production Cost" computed in the manner hereinabove set forth.

* By an agreement dated January 17, 1914, the Coney Island & Brooklyn R. R. Co. became a party to the above agreement as modified by the agreement dated May 1, 1911.

Brooklyn Rapid Transit System

On or before the fifth day of each month after the first month each of the parties of the second part hereto will file with the "Transit Company" a statement showing the following:

a. The car mileage of all surface cars and the car mileage of all elevated cars electrically operated by said company, whether on its own tracks or on the tracks of other companies, during the preceding month.

b. The amount of all moneys received by it from the sale of power by it during the preceding month and the amount of all sums paid by it during the said month to others than the "Transit Company" for the use of power.

In transmitting to the "Transit Company" the statement described in sub-division "b" above, in case the statement should show an excess of receipts from the sale of power over the payments made for power purchased the company transmitting such statement shall remit to the "Transit Company" the difference between such receipts and such payments. In case the statement should show an excess of payments over receipts the company transmitting such statement shall be paid by the "Transit Company" for such difference.

Inasmuch as no cars are operated by the "Traffic Company" and cars owned by it are operated under agreement between that company and the "Heights Company" it is agreed that nothing herein contained shall affect or modify said agreement, but the cars so operated by the "Heights Company" for the "Traffic Company" shall be included in the car mileage reports of the "Heights Company." In case the "Traffic Company" shall use electric power furnished by the "Transit Company" for other purposes than the operation of its cars, the amount of such power so used shall be computed on a car mileage basis — four (4) kilowatts to be considered the equivalent of one (1) car mile, and the kilowatt amount of power thus consumed reduced to a mileage basis shall be charged by the "Transit Company" and paid by the "Traffic Company" in the manner hereinbelow defined.

Where power is bought or sold and taken in or out over "Elevated Feeders" the debit or credit shall be made to the "Elevated Cost" and similarly where power is bought or sold and taken in or out over "Surface Feeders" debit or credit shall be made to "Surface Cost."

The "Transit Company" shall determine the proportion of kilowatt hours consumed each month by the elevated and surface cars respectively, and shall similarly apportion the total power cost, one of which portions shall be designated for purposes of convenience as the "Elevated Cost" and the other as the "Surface Cost." The gross elevated car mileage reported each month by the parties of the second part shall be divided by the "Transit Company" into the "Elevated Cost," and the resulting quotient will be the price per car mile which shall be charged to the parties of the second part for elevated cars, and the gross surface car mileage reported by the parties of the second part shall be divided by the "Transit Company" into the "Surface Cost" and the resulting quotient will be the price per car mile which shall be charged to the parties of the second part for surface cars; and the "Transit Company" on or before the fifteenth day of each month shall bill each of the parties of the second part for such amount as shall equal the number of elevated and surface car miles respectively reported by it multiplied by the unit price per elevated or surface car mile ascertained in the manner above indicated. Upon the bill of each company shall be credited by the "Transit Company" each month an amount which will equal one-twelfth (1-12) of ten (10) per cent of the value of the facilities furnished by said company during the said month, as determined by the said Electrical Engineer of the "Transit Company" in the manner hereinabove set forth, or as the said determination may be modified from time to time. Payment of all bills rendered to the parties of the second part by the "Transit Company" shall be made within ten (10) days after the receipt thereof.

Extract from agreement of May 1, 1911, modifying above agreement:

That on and after July 1, 1910, in computing the power cost, the Transit Development Company shall exclude from the fixed charge cost the present allowance of ten (10) per cent on the heretofore fixed valuation of Third Avenue Power Station and the 39th Street Power Station of The Nassau Electric Railroad Company and of the Southern Power Station of The Brooklyn Heights Railroad Company (lessee of The Brooklyn City Railroad Company) and in lieu thereof credit to The Nassau Electric Railroad Company and to The Brooklyn Heights Railroad Company, respectively, for each month thereof — and charge as part of the cost of power — one-twelfth (1-12) of the annual allowance of \$2.50 k. w. capacity for the respective plants below indicated, and according to the ratings shown:

The Nassau Electric Railroad Company in respect to the Third Avenue Power Station.....	4400 k. w.
The Nassau Electric Railroad Company in respect to the 39th Street Power Station.....	3560 k. w.

Brooklyn Rapid Transit System

The Brooklyn Heights Railroad Company, lessee of The Brooklyn City Railroad Company, in respect to the Southern Power Station..... 4320 k. w.

Except as herein otherwise expressly provided, all the provisions, obligation and requirements of the agreement of July 1, 1908, shall remain in full force and binding effect upon all parties.

INSURANCE

The following statement is taken from the Brooklyn Heights Railroad Company's 1910 annual reports

" Pursuant to an agreement entered into November 15, 1907, each company in the Brooklyn Rapid Transit system agreed with the others to place its insurance through a board of trustees and have the trustees re-insure such properties as deemed desirable, the understanding and agreement being that any profits derived from this re-insurance should enure to the benefit of each participant in proportion to the amount of premium paid — an adjustment to be had at the close of each insurance year, but, before determining the profits for a given year, interest should first be computed on the participation certificates issued in respect of the preceding year; so that all beneficiaries would receive an equitable apportionment of any profits made. The agreement, however, further provides that while these participation certificates shall be issued each year to evidence the respective equities of the participants, both the amount of principal and interest shall remain intact; so long as the agreement continues, so as to constitute a fund which may be drawn upon in case of losses sustained."

FREIGHT

Extracts from track agreement of June 28, 1907, between the South Brooklyn Ry. Co. and the Brooklyn Heights R. R. Co., the Brooklyn Union Elevated R. R. Co., the Nassau Electric R. R. Co., the Brooklyn, Queens Co. & Suburban R. R. Co., the Sea Beach Ry. Co., and the Coney Island & Gravesend Ry. Co.:

Eighth. It is the intention of this agreement to license and permit the " South Brooklyn " to operate said freight cars over the tracks or portions thereof of the " Company " as a separate and distinct operating company without in any way making or causing the " Company " to be or to become a common carrier of freight, either state or interstate, or to engage in such business, but that the " Company " is and shall remain solely a common carrier of passengers in and within the City of Greater New York, and if, by reason of anything contained in this agreement, the " Company " is held, directly or indirectly, by any state or federal court, tribunal or body to be or to have become engaged in the business of a common carrier of state or interstate freight, or to be or to have become subject to the jurisdiction of any state or federal court, tribunal, commission or body as a common carrier of state or interstate freight, then this agreement shall, *ipso facto*, become null and void, all the rights and interests hereunder shall thereupon cease and determine, and the operation by the " South Brooklyn " of said freight cars upon the said tracks and trackage equipment shall thereupon wholly and entirely cease and be discontinued.

Ninth. As rental for the use of said tracks and trackage equipment of the " Company " by the " South Brooklyn," as hereinafter provided, the " South Brooklyn " shall pay to the " Company " an amount equal to the percentage of the net profits to the " South Brooklyn " from its freight business, based upon the number of miles of track and trackage equipment of the " Company " subject to use by the " South Brooklyn," as follows, to wit:

To the Brooklyn Heights Railroad Company, an amount equal to 40.67% of said net profits.

To the Brooklyn Union Elevated Railroad Company, an amount equal to 16.43% of said net profits.

To The Nassau Electric Railroad Company, an amount equal to 23.46% of said net profits.

To Brooklyn, Queens County & Suburban Railroad Company, an amount equal to 10.13% of said net profits.

To Sea Beach Railway Company, an amount equal to 2.51% of said net profits.

To Coney Island & Gravesend Railway Company, an amount equal to 1.20% of said net profits.

Extract from agreement of March 1, 1910, modifying above agreement:

WHEREAS, the Sea Beach Railway Company, party of the sixth part, has, at its Coney Island Terminal, constructed a new freight house and new track layout for freight service, all of which additional facilities are for the benefit of all the parties to said agreement and involved a considerable expense which has been paid by the Sea Beach Railway Company and the use of these facilities by the " South Brooklyn " will greatly enlarge its business and enable it to abandon the freight station heretofore leased by the South Brooklyn Railway Company from The Long Island Railroad Company, and it is considered equitable that the Sea Beach Railway Company should have a fair return upon its additional investment for the facilities thus furnished.

Brooklyn Rapid Transit System

Now, **THEREFORE**, for and in consideration of the premises and of the sum of one dollar (\$1.00) lawful money of the United States, to it in hand paid by the "South Brooklyn" receipt whereof is hereby acknowledged, the parties hereto agree that from and after March 1, 1910, and so long as the new freight house and track layout for freight service at the Coney Island Terminal of the Sea Beach Railway Company shall be used by the "South Brooklyn" the "South Brooklyn" shall pay to the Sea Beach Company as rental for such additional facilities the sum of two thousand dollars (\$2,000) per year in monthly installments, and such rental shall be charged by the "South Brooklyn" against the expense of operation of its freight service before the net profits provided for under said agreement of June 28, 1907, shall be divided among the parties to said agreement.

ADVERTISING

Extracts from Article III, section 4 of modifying agreement of October 1, 1915 between the Broadway Subway and Home Boroughs Car Advertising Company, Inc., a proprietary corporation of the Brooklyn Rapid Transit Company, organized May 18, 1915, to conduct the advertising business of the railroad system and the New York Consolidated Railroad Company, The Brooklyn Heights Railroad Company, The Nassau Electric Railroad Company, The Coney Island and Brooklyn Railroad Company, Brooklyn, Queens County & Suburban Railroad Company, South Brooklyn Railway Company, and Coney Island & Gravesend Railway Company.

"Such net profits shall be apportioned among the Railway Companies on the following basis:

"The items of expense above specified, which are susceptible of specific allocation, shall be allocated to 'Elevated Line Privileges,' 'Surface Line Privileges,' and said vending privileges in and upon each of said Terminal Stations, respectively as the facts of the case require. The said items of expense which are not susceptible of specific allocation, shall be similarly allocated in the same relative proportions for any period that the gross receipts from 'Elevated Line Privileges,' 'Surface Line Privileges,' and said vending privileges in and upon each such Terminal Station, respectively, bear to the entire gross receipts for the same period from all the rights and privileges hereby granted. The items of expense thus allocated to 'Elevated Line Privileges,' shall be deducted from the gross receipts from such privileges, and the amount remaining shall be the net profits payable to New York Consolidated Railroad Company. The items of expense thus allocated to 'Surface Line Privileges' shall be deducted from the gross receipts from such privileges, and the amount remaining shall be the net profits which the Contractor shall apportion between and pay to the other parties of the first part hereto according to the ratio of car miles of surface passenger cars operated by them, respectively, for the period in question. The items of expense thus allocated to the said vending privileges in and upon each of said Terminal Stations respectively, shall be deducted from the gross receipts from such vending privileges, and the amount remaining shall be the net profits payable to the party of the first part hereto owning or leasing and operating such Terminal Station. . . .

"Inasmuch as South Brooklyn Railway Company operates certain elevated railroad trains upon its railways in conjunction with the railways of New York Consolidated Railroad Company, it is agreed that for the purposes of accounting under this agreement, the said elevated railroad trains shall be treated as being operated by New York Consolidated Railroad Company, and the rights and privileges hereby granted in respect thereto shall be treated as having been granted by that Company, and the said elevated railroad trains shall not be considered in determining the car miles of passenger cars operated by South Brooklyn Railway Company for the purpose of apportioning the net profits or gross receipts, as above provided. The New York Consolidated Railroad Company, however, shall pay to the South Brooklyn Railway Company, during such time as the latter shall continue to operate said elevated railroad trains, such portions of its net profits as shall equitably represent the net profits from the rights and privileges granted in respect to said elevated railroad trains, to be determined by mutual agreement between the said companies, or, if they shall be unable to agree, to be determined by the President or Acting-President of the Brooklyn Rapid Transit Company."

BROOKLYN BRIDGE LOCAL TRAFFIC

Extracts from agreement of August 23, 1897, between The Brooklyn Heights Railroad Company, and The Brooklyn, Queens County & Suburban Railroad Company, parties of the first part; Nassau Electric Railroad Company, party of the second part; The Brooklyn City and Newtown Railroad Company, party of the third part; and The Coney Island and Brooklyn Railroad Company, party of the fourth part:

Any assessment or charge made by the said Bridge Trustee or by either of the Cities of New York or Brooklyn, for the privilege of operating the cars of the parties hereto over the Bridge shall be borne and paid for in like manner and proportion except specific charges per car or per passenger, which shall be borne by the parties hereto severally.

Brooklyn Rapid Transit System

The parties hereto shall share in the use of the tracks, equipments and terminals to be placed on said Bridge as aforesaid in the following proportion, that is to say, in the number of cars to be run on such tracks; parties of the first part shall be entitled to sixty per cent (60 per cent), the party of the second part shall be entitled to twenty-four per cent (24 per cent), the party of the third part shall be entitled to ten per cent (10 per cent), the party of the fourth part shall be entitled to six per cent (6 per cent).

The proportions mentioned herein for apportioning the expenditures between the parties hereto, including the preliminary expense of preparing and securing plans and rights of way as well as the work of erecting, completing, maintenance, operation and repair of all equipment and overhead work on said Bridge shall be as follows: parties of the first part, sixty per cent (60 per cent), party of the second part, twenty-four per cent (24 per cent), party of the third part, ten per cent (10 per cent), party of the fourth part six per cent (6 per cent).

Extracts from the agreement of December 23, 1907, by and between Transit Development Company, party of the first part, The Brooklyn Heights Railroad Company, party of the second part, The Nassau Electric Railroad Company, party of the third part, The Brooklyn City and Newtown Railroad Company, party of the fourth part, and The Coney Island and Brooklyn Railroad Company, party of the fifth part:

First. The Transit Development Company, upon proper written notice, will provide and lease to said Railroad Companies, the necessary number of cars of a selected type for said local bridge service at an annual rental of fourteen (14) per cent of their actual cost and will provide and lease additional cars upon similar terms as the increased demands of the service may from time to time require.

Third. The Transit Development Company will maintain and keep said cars in proper state and condition of repair and shall charge the said Railroad Companies therefor the actual cost of such maintenance, plus shop percentage, of not more than ten (10) per cent, or upon such other basis of charge as may be determined and agreed upon between Mr. E. W. Winter and Mr. John L. Heins, as aforesaid, or their successors in office.

Fifth. The said cars shall be operated by such one of the said Railroad Companies as shall be agreed upon between them from time to time. The first operation shall be by The Brooklyn Heights Railroad Company and such operation shall continue for one (1) year and thereafter until one of the other parties of the plural part hereto shall give notice to The Brooklyn Heights Railroad Company of its desire to operate said cars.

Sixth. The railroad company operating such local railroad shall, if the receipts from such operation are sufficient, pay therefrom the rental and charges for maintenance of said cars, as aforesaid, and all expenses for maintenance, repairs or renewal of tracks, trackage equipment and overhead work, cost of supervision of surface car traffic on the Bridge and for motive power, etc.; that the said parties of the plural part hereto are bound to make or incur by this agreement or any other agreement heretofore entered into by all or any of the parties of the plural part hereto in connection with the said local railroad service or by reason of the operation of such cars for said service and also shall pay therefrom all other expenses, and charges of every nature and description in connection with or growing out of the operation of such surface cars for said local traffic on the New York and Brooklyn Bridge.

Seventh. If the receipts arising from said operation of said local railroad are not sufficient to make the payments aforesaid, the said operating company shall adjust the deficit in the following proportions: Sixty (60) per cent thereof shall be charged to and paid by the party of the second part; twenty-four (24) per cent thereof shall be charged to and paid by the party of the third part; ten (10) per cent thereof shall be charged to and paid by the party of the fourth part, and six (6) per cent shall be charged to and paid by the party of the fifth part. Bills for its proportion shall be presented to each of said parties on or before the 20th day of each and every month for the next preceding month, and shall be paid on or before the 10th day of the month next following.

Eighth. If there shall be any net earnings from the operation of said local surface cars, the operating company shall account monthly, and not later than the 20th day of the month, to said other parties of the plural part and shall, on or before the 10th day of the month next following pay to each its share of such net earnings in the following proportions. The party of the second part shall receive sixty (60) per cent thereof; the party of the third part shall receive twenty-four (24) per cent thereof; the party of the fourth part shall receive ten (10) per cent thereof; and the party of the fifth part shall receive six (6) per cent thereof.

Maintenance Expenses of Transit Development Company

	Total	Maintenance way and structures	Maintenance equipment	Charges to operation of cars
Direct labor, material, fuel, etc.	\$4,571,821 03	\$2,172,720 28	\$3,009,555 14	\$389,545 61
Transit Development Company's profit	238,591 00	108,636 03	100,477 71	19,477 27
Rent for Transit Development Company's plant				
Rents for railway companies' plant	68,500 01		68,500 01	
Total	\$4,868,912 04	\$2,281,356 30	\$2,178,532 86	\$409,022 88
Less amount charged to C. I. & G. in lieu of facilities	2,500 01		2,500 01	
	\$4,866,412 03	\$2,281,356 30	\$2,176,032 85	\$409,022 88

Distribution of the Total Maintenance Expenses of the Transit Development Company among the Operating Companies under the foregoing Operating Agreements

	Brooklyn Heights (excl. Bridge Operating Co.)	Nassau Electric	Brooklyn Queens County & Suburban	Coney Island & Gravesend	Coney Island & Brooklyn	N. Y. Consolidated	South Brooklyn
Car miles	27 99,925 028	18,538,900	5,966,511	225,507	6,353,514	39,396,239	1,731,673
Gross expense charged	\$4,866,412 03	\$1,048,083 63	\$351,015 05	\$13,526 35	\$375,357 68	\$1,390,555 72	\$61,653 83
Rents for plants	68,500 00					10,000 01	19,999 99
Net expense	\$4,797,912 03	\$1,048,083 62	\$351,015 05	\$13,526 35	\$375,357 68	\$1,380,555 71	\$41,653 84
Individual companies' expenses	187,968 04	10,920 09	10,887 86	27 95	10,417 53	18,273 62	92,709 71
Total (exclusive of depreciation)	\$4,985,880 07	\$1,059,003 71	\$361,902 41	\$13,554 30	\$385,775 26	\$1,398,828 33	\$134,363 55
Whereof, charged to operation of cars	409,022 88	93,986 21	31,970 93	1,196 53	33,917 70	95,742 97	4,043 12
to maintenance of way and structures	2,382,727 48	542,448 06	192,611 92	7,225 37	205,373 53	495,408 53	56,657 06
to maintenance of equipment	2,194,129 71	422,569 44	137,319 56	5,132 40	146,484 03	807,681 83	73,633 37

Distribution of the Total Power Cost of the Transit Development Company among the Operating Companies under the foregoing Operating Agreements

Direct labor, material, fuel, etc.	\$2,015,427 50
Transit Development Company's profit	
Rent for Transit Development Company's plant	1,047,410 64
Rents for railway companies' plant	899,808 79
Total	\$3,962,646 93

BUSH TERMINAL RAILROAD COMPANY

History.— Incorporated January 17, 1903, under the Railroad Law of the State of New York. The company is engaged primarily in the business of a common carrier by trunk line railway in connection with the Bush Terminal, of fast freight line operation and of freight collection and forwarding in carload lots; secondarily, as a common carrier by street railway. The company is controlled by the Bush Terminal Co. through stock ownership.

Traffic agreements through the issuance of traffic schedules are in force with the Baltimore and Ohio Railroad Company, Central Railroad Co. of New Jersey, Delaware, Lackawanna and Western Railroad Company, Erie Railroad Company, Lehigh Valley Railroad Company, New York Central and Hudson River Railroad Company, New York, Ontario and Western Railroad Company, Pennsylvania Railroad Company, South Brooklyn Railway Company and West Shore Railroad Company.

Stockholders and Members.— Total voting power of all members of the company, 200, each holder of \$100 par value of capital stock having one vote; the Title Guarantee and Trust Company holds \$19,100 par value of the company's capital stock as trustee under the mortgage of the Bush Terminal Company [which owns all the shares of the company save the nine held to qualify directors]; votes cast at the last general meeting, on April 1, 1916, 197, the Title Guarantee and Trust Company, as trustee, casting 191, H. W. Greene, R. G. Simonds, John A. Heinrich, Irving T. Bush, A. M. Woodruff and A. C. Woodruff each casting one on behalf of himself.

Important Changes during the Year.— Three spur tracks were constructed; length 196 feet, 63 feet, and 62½ feet respectively. An agreement was entered into with the American Can Co. for the construction of a spur track, from westerly line of premises between 43d and 44th streets, to connect with main line on First avenue. An agreement was entered into on March 1, 1916 with the Brooklyn Heights Railroad Company, under which said railroad is to supply respondent with electric current for the operation of its equipment over certain tracks on Second avenue between 29th and 37th streets, current to be paid for on basis of meter readings. John A. Heinrich was elected treasurer in place of Herbert Boughton. [Additional spur track authorized by Board of Estimate and Apportionment, November 30, 1915.]

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$955 94	Cash.....	\$1,908 21	\$952 27
43 30	Interest receivable.....	43 30	.....
7,530 50	Miscellaneous investments.....	7,530 50	.....
275,646 73	" Fixed Capital, Dec. 31, 1908 ".....	275,646 73	.....
30,152 06	Fixed capital installed since 1908.....	37,285 72	7,133 66
306,798 79	Total fixed capital — gross.....	312,932 45	7,133 66
20,700 78	Less accrued amortization.....	26,640 97	5,940 19
286,098 01	Total fixed capital — net.....	286,291 48	1,193 47
948 12	Prepayments.....	166 66	D 781 46
\$141,775 81	Corporate deficit.....	246,641 64	104,865 83
<u>\$436,351 68</u>	<u>Total.....</u>	<u>\$542,581 79</u>	<u>\$106,230 11</u>
LIABILITIES SIDE			
\$12,568 98	Taxes accrued.....	\$14,227 13	\$1,658 15
86,976 01	Working advances due associated companies...	178,970 38	91,994 37
10,761 69	Miscellaneous accounts payable.....	23,339 28	12,577 59
306,045 00	Construction advances owing to associated com- panies ¹	306,045 00	.....
20,000 00	Common stock.....	20,000 00	.....
<u>\$436,351 68</u>	<u>Total.....</u>	<u>\$542,581 79</u>	<u>\$106,230 11</u>

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation not reported. Assessed valuation 1915: Real property (tangible and intangible) in streets, \$182,000; tangible personal property, \$15,000.

¹ Advanced by Bush Terminal Company to offset fixed charges, to establish working fund, and to reimburse treasurer for capital expenditures.

² Taxes.

³ Differs from figures given in last year's abstract on account of corrections made by respondent

Bush Terminal Railroad Company

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908."—Track and roadway construction, \$229,534.07; buildings and fixtures used in operation of road, \$10,985.43; shop tools and machinery, \$8,351.17; cars, \$19,763.50; electric locomotives, \$12,045.03; organization, \$3,967.53; total, \$275,646.73. No changes during the year.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Grading.....	\$139 12	.....	.....	\$823 37
Ballast.....	214 21	.....	.....	214 21
Ties.....	69 30	.....	.....	885 30
Rails, rail fastenings, and joints..	5,639 93	.....	.....	16,032 68
Track laying and surfacing.....	202 50	.....	.....	1,137 50
Paving.....	356 98	.....	.....	356 98
Poles and fixtures.....	.....	.....	.....	1,664 57
Distribution system (overhead)...	511 62	.....	.....	1,137 20
Locomotives (electric).....	.....	.....	.....	12,128 43
Revenue cars.....	.....	.....	.....	2,559 95
Electric equipment of cars.....	.....	.....	.....	345 53
Total.....	\$7,133 66	.....	.....	\$37,285 72

Details of Expenditures for Improvements.—Spur track on First avenue at 53d street connecting with certain property on the westerly side of First avenue between 53d and 54th streets, \$2,018.02. Two spur tracks on Second avenue between 31st and 32d connecting with certain property on westerly side, \$4,604.02. Overhead emergency feed wire, \$511.62. Total, \$7,133.66.

Miscellaneous Investments.—New York City bonds, deposited with Comptroller as guarantee under franchise, \$6,000, 3 per cent bonds, issued 1901, maturing 1950, cost, 1901, \$5,525.50; \$2,000, 4 per cent bonds, issued 1909, maturing 1958, cost, 1910, \$2,005; total par value, \$8,000; actual money cost, at which figure it is carried on respondent's books, \$7,530.50; income accrued during the year, \$260.

Securities.—Common stock: Authorized, 200 shares; issued, 200 shares of a par value of \$20,000; cash realized, \$20,000; par value of amount outstanding, June 30, 1916, \$20,000; no dividends declared or paid during the year.

Bills and Accounts Owing to Associated Companies.—Bush Terminal Company for construction advances, \$306,045; interest accrued during the year at 5 per cent, \$15,302.25, included below with working advances. Bush Terminal Company for working advances, including total amount of interest due, \$162,614.78. Bush Terminal Building Company, for working advances, \$16,355.60; total, \$485,015.38.

Taxes Accrued.—See schedule supporting Income Statement.

Reserves.—Accrued amortization of capital. Balance, June 30, 1915, \$20,700.78, charged to reserve way and structures, \$5,630.60, and credited thereto, \$2,483.48, the balance of \$3,147.12 being credited to maintenance of way and structures, credited to reserve and charged to maintenance of equipment, \$6,800.77, credited to reserve and charged to general amortisation, \$2,040, credited to reserve and charged to sinking fund accruals, \$246.54, balance June 30, 1916, \$26,640.97.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Passenger revenue.....	\$793 18	D \$250 26
Freight revenue.....	38,470 96	D 658 04
Rent of land and buildings.....	416 66	D 183 34
Rent of tracks and terminals.....	68 40	D 3 60
Total operating revenues.....	\$39,749 20	D \$1,095 24

Bush Terminal Railroad Company
INCOME STATEMENT — Concluded

	Net amount for year	Increase or (D) decrease
Operating expenses:		
Maintenance of way and structures.....	\$5,133 24	\$20 49
Maintenance of equipment.....	9,238 72	.....
Power purchased.....	6,259 61	511 89
Operation of cars.....	53,992 90	2,904 54
General expenses.....	29,604 42	4,920 50
Total operating expenses.....	\$104,228 89	48,357 42
Taxes accrued.....	10,655 05	402 68
Total revenue deductions.....	\$114,883 94	48,760 10
Operating loss.....	\$75,134 74	49,855 34
Non-operating income: Interest on New York City bonds, \$260; on bank balances, \$26.47.....	286 47	10 91
Gross loss applicable to corporate and leased properties.....	\$74,848 27	49,844 43
Deductions from gross income: Track and terminal privileges, \$10,358.13; interest on amounts owing to Bush Terminal Co., \$20,521.12; sinking fund accounts, \$246.54.....	31,125 79	6,335 98
Net corporate loss.....	\$105,974 06	416,180 41

CORPORATE DEFICIT	Amount
Deficit, June 30, 1915.....	\$141,775 81
Loss for year transferred from income.....	105,974 06
Use of Eighth Ward market site prior to June 30, 1915.....	1,353 42
Taxes due to increased rate prior to June 30, 1915.....	1,066 40
Minor items.....	319 17
Total.....	\$250,488 86
Refund on account of adjustment of 1907 and 1908 special franchise taxes.....	3,847 22
Deficit, June 30, 1916.....	\$246,641 64

Operating Rents Receivable.— Rental 33d street freight houses, \$416.66; rent of tracks to South Brooklyn Railway Company, \$68.40; total, \$485.06.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses. "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of March 8, 1910, this company filed with the Commission rules of depreciation which provide 2 per cent of cost per annum for maintenance of way and structures and 10 per cent of cost per annum for maintenance of equipment. Under date of November 5, 1913, the company also filed a rule for the amortization of property in public streets, which will revert to the city at the expiration of franchise, which rule provides for amortization of such property at the rate of \$2,040 per annum, plus interest at 4½ per cent per annum. Beginning January 1, 1915, the company has charged 20 per cent for maintenance of equipment but made other charges on account of depreciation in accordance with the above rules. During the year ended June 30, 1916, \$3,147.12 was credited to depreciation of way and structures, \$6,800.77 was charged to depreciation of equipment, \$2,040 was charged to general amortization in operating expenses, and \$246.54 to income.

⁴ Comparison is with corrected figures of previous year.

Bush Terminal Railroad Company

Power Bought.—From Edison Electric Illuminating Company, 332,684 kw. hra. at 1.54 cents per kw. hr., \$5,125.64 and from Brooklyn Heights Railroad Co., 75,598 kw. hra. at 1.5 cents per kw. hr., \$1,133.97; total, \$6,259.61.

Class of Tax	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Corporate real property.....	\$5,191 60	\$5,191 60	\$4,313 01	\$3,889 78
Passenger minimum — city.....	700 00	700 00	675 89	150 00
Special franchise.....	4,365 96	4,365 96	.....	\$22,465 02
State franchise tax on gross earnings...	397 49	397 49	408 44	397 49
Total.....	\$10,655 05	\$10,655 05	\$5,397 34	\$26,902 29

Miscellaneous Rent Deductions.—Track privileges from Brooklyn Heights Railroad Company, for use of tracks on Second avenue between 38th street and 41st street at 30 cents per trip per car, \$7,775.80, City of New York, Department of Docks and Ferries, for use of tracks in front of Brooklyn terminal, foot of 39th street, \$596.52, temporary occupancy of 8th ward market site, \$1,985.81; total, \$10,358.13.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically operated surface line, overhead contact

NAME OF ROAD OR BRANCH	Road	Second track	Turn-outs	All running track	Increase or (D) decrease
<i>Road owned by respondent under limited term franchise</i>					
Forty-first street and Second avenue to 41st street and First avenue.....	.21	.21	.05	.47	.....
Forty-first street and First avenue to 63d street and Second avenue.....	1.06	1.06	.48	2.60	.02
Total, owned.....	1.27	1.27	.53	3.07	.02
<i>Road operated under lease from Department of Docks and Ferries and extension of franchise</i>					
Brooklyn terminus of 39th street municipal ferry to a point 930 feet easterly therefrom.....	.17	.17	.02	.36	.....
<i>Road operated under grant of private right of way from Bush Terminal Company and extension of franchise</i>					
From above point and in a southerly direction along the property of the Bush Terminal Company.....	.57	.28	.02	.87	.....
Total, maintained.....	2.01	1.72	.57	4.30	.02
<i>Road occupied under trackage rights from independent companies</i>					
Twenty-eighth street to 38th street, on Second avenue, from Brooklyn City Railroad Company.....	.49	.49	.08	1.06	.02
Thirty-eighth street to 41st street along Second avenue, from Brooklyn Heights Railroad Company.....	.14	.14	.....	.28	.....
Total.....	.63	.63	.08	1.34	.02
Total track operated.....	2.64	2.35	.65	5.64	.04
Track in car houses, shops and yards.....	.....	.....	.....	0.08	.....

¹ Includes \$109.30 paid to Brooklyn Heights R. R. Company for respondent's proportion of 1915 tax for joint track on Second avenue.

² Vouchered but not paid, \$300.

³ Vouchered but not paid, \$4,365.96.

⁴ Taxes to the amount of \$10,491.46 are retained on account of litigation.

⁵ In addition \$1,066.40 was charged to surplus.

⁶ Includes \$1,066.40 charged to surplus.

⁷ Includes \$12,675.16 for taxes vouchered but not paid and is carried in accounts payable.

Bush Terminal Railroad Company
Details of Track, Roadway and Electric Line Construction

Items	Added during year	Removed during year	At close of year
Ballast:			
Miles of track laid on crushed stone.....	.....	.....	1.90
Ties:			
Number of wood ties, treated.....	¹² 300	.....	15,300
Miles of track laid on ties.....	.02	.....	4.38
Rail (miles of track):			
9-inch girder rail, 137 lbs. minimum, 164 lbs. maximum....	.02	.....	4.38
Rail joints (miles of track):			
Bolted plates.....	.02	.....	4.38
Rail bonds (miles of track):			
4/0 bonds, 9-inch and 11-inch.....	.02	.....	4.38
Paving (miles of track):			
Granite block.....	.....	.....	3.05
Poles, steel.....	.....	.....	244
Overhead construction: Miles of line.....	.....	.....	4.31
Whereof span wire.....	.....	.....	3.93
Whereof center pole.....	.....	.....	.38
Trolley wire (miles):			
4/0.....	.02	.....	4.38
Distribution cables, overhead (voltage, 550) miles.....	.....	.....	1.1

Cars.— Three semi-convertible passenger cars; freight cars, 16; electric locomotives, 3. (For details, see Table II).
Miscellaneous.— One freight station.

OPERATING STATISTICS

Operating Ratios.— See Table XV.
Passengers Carried.— 39,659 2-cent fares; no transfers; no passengers carried free: Car Miles.— Active passenger, 11,339; freight, 18,715; total, 30,054. Car-seat Miles.— 453,560. Car Hours.— Passenger (active and idle), 2,763; freight, 6,498; total, 9,261. (For details of passenger traffic, see Tables V-VIII.)
Power.— See Table IV.
Accidents.— None.
Employees and Wages.— See Table XII.
Officers.— President, Irving T. Bush; Vice-President, R. G. Simonds; Secretary, H. W. Greene; Treasurer, John A. Heinrich.
Directors.— Irving T. Bush, R. G. Simonds, H. W. Greene, John A. Heinrich, W. L. Sturges, A. C. Woodruff, A. M. Woodruff, T. W. D. Massiah, Phil Gerhardt.
Main Business Office.— 100 Broad street, New York City.
Report verified by John A. Heinrich, Treasurer, November 4, 1916.

THE CENTRAL CROSSTOWN RAILROAD COMPANY OF NEW YORK
LESSOR

History.¹— Organized August 5, 1873, under the General Railroad Law, passed April 2, 1850. Authority to construct and operate the road was given under special act of the Legislature, chapter 160, Laws of 1873. Operation was begun October 20, 1874. On April 26, 1890, this company acquired by lease, all the railroad and other property of the Christopher and Tenth Street Railroad Company for a period equal to the unexpired term of the charter of that company (for details see abstract of the latter company in this volume). On February 8, 1904, this company leased all its property, owned or leased, to the Metropolitan Street Railway Company, for a term of 999 years. [The Metropolitan Street Railway Company was later leased to New York City Railway Co., which company passed into the hands of receivers on September 24, 1907. On and after October 1, 1907, the Receivers of the New York City Railway, continued the operation of this company's line though the rental was not paid as provided by the original lease. The Receivers of the New York City Railway received permission from the United States Circuit

¹² Total cost of the 300 ties at distributing point \$69.30 charged to additions and betterments.
"Costs to be adjusted later."
¹ [Date in brackets from Documents on file with the Commission.]

The Central Crosstown Railroad Company of New York

Court of the Southern District of New York to default in rental payments, but on May 1, 1908, this company accepted the proposal of the Receivers dated April 30, 1908, in which they agreed to operate the property of this company for at least one year under the other terms of the original lease, provided they be exempted from the annual payment of the rental of 15 per centum on this company's capital stock. On April 30, 1909, this company accepted the modifying proposal of the Receivers of the Metropolitan Street Railway, in which they agreed to operate the property of this company according to the other terms of the original lease provided that they be relieved from the annual payment of rental of 15 per centum on this company's capital stock, from the payment of interest on the three-year notes of this company and the bonds securing the same (\$2,473,400 first consol. 4 per cent mortgage bonds; see note 7) and from the payment of franchise taxes, said agreement to continue in force subject to a cancellation notice of 30 days by either party. On January 1, 1912, the New York Railways Company succeeded the Metropolitan Street Railway Company, and continued operation of respondent's property under agreements renewed annually upon substantially similar terms as the aforementioned agreement of April 30, 1909, the operating year beginning with January first. In the Metropolitan reorganization plan, holders of the stock of this company received the same terms as the Metropolitan stockholders and provision was made for the refunding of the notes.¹

This company is controlled by the Metropolitan Securities Company, which holds 5,028 out of 6,000 shares outstanding.

[*Terms of Operating Agreement.*²—The New York Railways Company agrees to operate the lines of this company for one year, to pay interest on the funded debt and other fixed charges of this company, together with its obligations under the lease from the Christopher and Tenth Street Railroad Company (for terms of this lease see abstract of latter company in this volume), except that the New York Railways Company is not obligated to pay any rental upon the outstanding stock of this company, interest on any of its outstanding three year five per cent notes, or on the first consolidated four per cent bonds nor to pay the franchise taxes accruing on its property.]

Stockholders and Members.—Total voting power of all members of the company, 6,000, each holder of \$100 par value of capital stock having one vote; total number of stockholders on June 30, 1916, 45, of whom 34 holding 5,932 shares reside in New York state; votes cast at general meeting on January 6, 1908, 4,993; H. H. Vreeland, Charles E. Warren and D. B. Hasbrouck casting all such votes under joint proxy, 4,956 on behalf of voter's holdings, and 37 on behalf of other members.

Important Changes during the Year.—None. No additional rights or franchises were acquired.

BALANCE SHEET

June 30, 1915		June 30, 1916		Increase or (D) decrease
		ASSETS SIDE		
\$41,907 80	Cash.....	\$74,684 12		\$32,776 32
72,451 44	Accounts receivable.....	8,723 52		D 63,727 92
2,630,903 94	" Fixed Capital, Dec. 31, 1908 ".....	2,629,495 85		D 1,408 09
	Fixed capital installed since 1908:			
18,878 67	Tangible street railway capital.....	18,878 67		.....
11,445 57	Betterments on leased lines.....	11,445 57		.....
1,918,405 07	Corporate deficit.....	2,087,042 41		169,537 34
<u>\$4,693,992 49</u>	<u>Total.....</u>	<u>\$4,831,170 14</u>		<u>\$137,177 65</u>
		LIABILITIES SIDE		
\$11,904 96	Taxes accrued.....	\$11,902 03		D \$2 88
84,720 92	Miscellaneous accounts payable.....	84,720 92		.....
636,557 79	Interest accrued on funded debt.....	773,738 32		137,180 53
2,723,400 00	Mortgage bonds.....	2,723,400 00		.....
637,408 82	Miscellaneous funded debt.....	637,408 82		.....
600,000 00	Capital stock.....	600,000 00		.....
<u>\$4,693,992 49</u>	<u>Total.....</u>	<u>\$4,831,170 14</u>		<u>\$137,177 65</u>

¹ [Each contribution of \$12.90 for every \$100 in stock held was to receive securities having a face value of \$45.04 (new 4 per cent refunding bonds, \$8.83; new 5 per cent income bonds, \$5.30 new stock, \$30.91). From the report of the New York Railways Company (in Case 1305) covering the distribution of stocks and bonds, dated March 1, 1914, it appears that of the 6,000 shares of stock of this company, 351 were turned in to the joint committee, and the securities to be issued in lieu of the 5,649 were unwritten.]

² From agreement dated December 29, 1915, effective January 1, 1916, similar to agreements previously in force.

The Central Crosstown Railroad Company of New York

Contingent Liabilities.— Special franchise taxes prior to 1910, about \$16,000.

Valuation of Property for Purposes of Taxation

Valuation filed by respondent:	Gross value	Same, less depreciation
Real property outside streets and public places.....	\$316,178	\$277,058
Real property in streets — tangible.....	209,820	110,792
		Manhattan Borough
Assessed valuation for 1916 taxes:		
Real property outside streets and public places.....		\$115,000
Real property (tangible and intangible) in streets.....		203,840

DETAILS OF ASSETS AND LIABILITIES
"Fixed Capital, December 31, 1908"

	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Engineering and superintendence.....	\$30,635 81	.....	\$30,635 81
Right of way.....	202,060 08	.....	202,060 08
Track and roadway construction.....	787,522 63	.....	787,522 63
Electric line construction.....	474,208 88	.....	474,208 88
Buildings and fixtures used in operation of road.	183,586 77	.....	183,586 77
Power plant equipment.....	400,000 00	.....	400,000 00
Cars.....	203,730 31	.....	203,730 31
Electric equipment of cars.....	148,681 53	.....	148,681 53
Miscellaneous equipment.....	27,726 50	.....	27,726 50
Organization.....	1,992 76	.....	1,992 76
Interest and discount.....	143,897 13	\$1,408 09	142,489 04
Miscellaneous.....	26,861 54	.....	26,861 54
Total.....	\$2,630,903 94	\$1,408 09	\$2,629,495 85

Fixed Capital Installed since December 31, 1908.— Cost to June 30, 1916. Revenue cars, \$14,-751.87; electric equipment of cars, \$4,126.80; total, \$18,878.67. (No changes during the year.)

Betterments on Leasehold Properties.— Balance June 30, 1916: Transmission system, \$10,521.55; sub-station equipment, \$924.02; total, \$11,445.57. (No changes during the year.)

Particulars of Stock and Funded Debt	Securities			
	Common stock	First mortgage bonds	First consoli- dated mort- gage bonds	3-year 5% notes ⁴
Nominal date of issue.....	———	Nov. 1, 1882	May 1, 1902	⁵ May 1, 1906
Date of maturity.....	———	May 1, 1922	May 1, 1952	May 1, 1909
Interest, rate and dates....	———	6%, May & Nov.	4%, May & Nov.	6%, May & Nov.
Denominations.....	1 share = \$100	\$1,000	\$1,000 00	\$5,000 00
Authorized by company...	600,000	250,000	3,000,000 00	2,250,000 00
Actually issued.....	600,000	250,000	2,473,400 00	2,250,000 00
Issued prior to year.....	600,000	250,000	⁷ 2,473,400 00	2,250,000 00
Cash realized.....	27,000	53,000	.....	2,199,375 00
Property and services consideration.....	573,000	⁶	⁷.....	.....
Discount.....	.....	.....	⁸ 591,783 16	50,625 00

⁴ [Extended at 6 per cent.— From company's 1913 report to the Commission.]

⁵ [In the Metropolitan reorganization plan provision was made for the refunding of these notes and the report of the New York Railways Company (in Case 1305) covering the distribution of stocks and bonds, dated March 1, 1914, shows that for \$2,235,000 notes, of the total issue of \$2,-250,000, there were issued \$1,584,749.10, 5 per cent income bonds, and \$337,328.55, 4 per cent refunding bonds.]

⁶ Of the first mortgage bonds \$200,000 par value were exchanged for previously outstanding bonds of this company for same amount bearing interest at 7 per cent.

⁷ These bonds were originally pledged as collateral for the 3-year notes. On default of the payment of principal and interest on these notes, the bonds were sold for \$1,882,987.50, which amount was used to retire 3-year notes amounting to \$1,245,578.68, to pay accrued interest on the defaulted notes (from May 1, 1909 to October 21, 1914) \$636,038.16, and to pay for expenses of bond sale, \$1,370.66.

⁸ So reported by the company; however \$2,473,400 par value of bonds and \$541,674.60 matured coupons thereon were sold for \$1,882,987.50, making a discount of \$1,132,127.10 to which should be added bond expense, \$1,370.66.

The Central Crosstown Railroad Company of New York

Securities — Concluded

Particulars of Stock and Funded Debt	Common stock	First mortgage bonds	First consoli- dated mort- gage bonds	3-year 5% notes ⁴
Reacquired and retired, etc.				\$1,612,591 18
Actually outstanding.....	\$600,000	\$250,000	\$2,473,400 00	637,408 82
Interest accrued and divi- dends declared.....		\$ 15,000	98,936 00	38,244 52
Interest charged to income.	————	\$ 15,000	98,936 00	38,244 52
Interest and dividends paid.		\$ 15,000		
Interest and dividends not due.....		2,500	16,489 35	
Interest and dividends matured and unpaid....			692,552 02	64,696 95
Trustees under mortgages..	————	American Trust Co.	Guaranty Trust Co.	

Miscellaneous Accounts Payable.— Due Metropolitan Street Railway Company, \$62,008.66; New York City Railway Company, \$22,712.26; total, \$84,720.92.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Non-operating revenue (rent from operation of road and equip- ment).....	¹⁰ \$15,000 00	
Non-operating revenue deductions: Special franchise taxes, \$3,465.33; corporate expenses, \$187.....	3,652 33	D \$906 66
Gross income applicable to corporate and leased properties.....	\$11,347 67	\$906 66
Deductions from gross income: Interest accrued on funded debt. ¹⁰	152,180 53	7,462 04
Net corporate loss.....	\$140,832 86	\$6,555 38
Deficit, June 30, 1915.....	1,918,405 07	
Total.....	\$2,059,237 93	
Difference between amount of claim, against Metropolitan Street Railway Co. and New York City Railway Co. estates, allowed by U. S. District Court, and cash received from New York Railways Co. in settlement thereof.....	28,704 48	
Deficit, June 30, 1916.....	\$2,087,942 41	

Road Owned.— On 23d street from East river to Avenue "A," 1st track, 565 ft.; 2d track, 565 ft.; crossovers 66.42 ft.; on 14th street from University Place to east house line, Seventh avenue ¹¹ 1st track, 1,239.75 ft.; 2d track, 1,239.75 ft.; crossovers, 33.21 ft.; on Christopher street from Washington street to West street, 1st track, 451 ft.; 2d track, none; crossover ¹² 33.21 ft.; total, 1st track, .427 mi.; 2d track, .342 mi.; crossovers, .025 mi.; all tracks, .794 mi. [For details, see report of lessee.]

Officers.— President, H. H. Vreeland, Vice-President, vacancy; Secretary and Treasurer, E. W. Sayre.

Directors.— R. E. Prentiss, E. W. Sayre, Alfred Wagstaff, Reune Martin, Chas. E. Warren, John Byrns, Henry N. Curtis, Thomas J. Reagan, John Beaver, D. H. Shea, H. H. Vreeland, H. N. Hempstead.

Main Business Office.— 165 Broadway, New York City.

Report verified by E. W. Sayre, Treasurer, September 27, 1916.

⁴ [Extended at 6 per cent — From company's 1913 report to the Commission.]

⁵ Paid direct to bondholders by lessee.

¹⁰ Rental accrued (interest on first mortgage bonds) \$15,000, and interest charge on funded debt, \$15,000 are not taken on respondent's books, though shown in this schedule.

¹¹ Joint ownership with Bleecker Street & Fulton Ferry R. R. Co.

¹² Joint ownership with Christopher & Tenth Streets R. R. Co.

THE CHRISTOPHER AND TENTH STREET RAILROAD COMPANY

LESSOR

History.—Organized April 25, 1873, under and pursuant to chapter 301 of the Laws of 1873. Operation was begun June 8, 1874. On April 26, 1890, the properties of the company were leased to Central Crosstown Railroad Company of New York for the unexpired term of the lessor's charter (1000 years from 1873) and any extensions thereof. [On February 8, 1904, the Central Crosstown Railroad Company leased all its property (owned and leased), to the Metropolitan Street Railway Company, the latter company assuming the obligations under the aforementioned lease of this company. On January 1, 1912, the Metropolitan Street Railway Company was succeeded by the New York Railways Company, the present operator of the property.]¹

Terms of Lease.—The principal provisions of the lease to the Central Crosstown Railroad Company on file with the Commission are as follows: Lessee agrees, (1) to assume all obligations, including agreements and leases, of the lessor, except the principal of its funded debt; (2) to maintain, operate and keep the property in good working order and repair, at its own expense; (3) to pay an annual rental of 8 per cent on the \$650,000 capital stock of lessor (\$52,000), and interest on its funded debt; (4) to pay all taxes, assessments, and other charges which may be imposed upon the property; (5) to pay a sum not exceeding \$1,500 for the maintenance of the corporate organization of lessor; (6) to co-operate with lessor in refunding the latter's bonded indebtedness, to the extent of assuming the payment of the interest on the new bonds, provided that the new bonds do not exceed in amount of principal or rate of interest those which they supersede; (7) at termination of the lease, to return all the property and additions thereto to lessor in good condition, except that which has passed from existence by death or destruction, in which cases, to deliver substitutes the same to be equal in value to the property for which substituted; (8) that in case of default in rental payments or in any of the provisions of the lease for 30 days after written demand upon the lessee, the lessor may re-enter and take possession of the property, such re-entry not to impair the claims of the lessor for lawful damages.]

Stockholders and Members.—Total voting power of all members of the company, 6,500, each holder of \$100 par value of capital stock having one vote; total number of stockholders at May 13, 1916, 196, of whom 172 holding 5,471 shares resided in New York State; total votes cast at the last general meeting June 6, 1916, 3,428 of which 5 were cast by H. N. Curtis on behalf of himself and 3,423 on behalf of others. The principal stockholders on June 30, 1909, as reported, were the following: Estate of H. H. Barry, \$22,000; Calvin Paige, \$21,500; C. W. Curtis, \$19,100; C. W. Whitman, \$18,700; Louise B. Curtis, \$17,500; Peter Reise, \$15,000; W. Rockefeller, \$15,000; M. A. Selmes, \$15,000; T. A. Stevens, \$14,000; J. Ryle, \$12,700.

Important Changes during Year.—On December 21, 1915, H. N. Curtis was elected Secretary and Treasurer to fill the vacancy caused by the death of George W. Lynch on December 15, 1915. On March 21, 1916, John Beaver was elected a director to fill the vacancy caused by the death of Geo. W. Lynch.

Balance Sheet as of June 30, 1916.—(No changes during year.) Assets: "Fixed Capital, December 31, 1908," \$766,211.32; investments (bound), \$66,700²; corporate-deficit, \$27,068.68; total, \$860,000. Liabilities: Funded debt, \$210,000; common stock, \$650,000; total, \$860,000

Valuation of Property for Purposes of Taxation		Same, less depreciation
Valuation as of June 30, 1915 filed by respondent:	Gross value	
Real property outside streets and public places.....	\$267,809	\$235,395
Real property in streets — tangible.....	889,013	556,172
		<hr/>
Assessed valuation for 1916 taxes:		Manhattan Borough
Real estate outside streets and public places.....		\$178,500
Real property (tangible and intangible) in streets.....		830,490
		<hr/>

Funded Debt.—Twenty-year first mortgage bonds of October 1, 1908; 4 per cent payable April and October; authorized, \$250,000; issued and outstanding June 30, 1916, \$210,000; cash realized \$200,000; discount suffered on issue, \$10,000; interest accrued, \$8,400, paid direct to bondholders by sub-lessee, New York Railways Co.; trustee, Guaranty Trust Co.

¹[See Documentary History in Annual Report, 1913, Vol. V, page 288.]

²Three-story brick buildings, Nos. 162, 164, 166 Christopher street.

The Christopher and Tenth Street Railroad Company

Capital Stock.— Authorized, 6,500 shares of \$100 par value each; [nominal date of issue, May 9, 1873]¹ amount issued, 6,500 shares; cash realized, none; [road built under contract²]; amount outstanding June 30, 1916, \$650,000; none held by or on behalf of the respondent; dividends declared and paid, \$52,000, 8 per cent; due and unpaid at close of year, \$13,000. Market prices: Highest, 125; lowest, 115.

INCOME STATEMENT

Non-operating revenue: Rent accrued from lease of road and equipment.....	\$61,819 96
Non-operating revenue deductions (corporate expenses, directors' fees, etc.).....	1,419 96
Gross income applicable to corporate and leased properties.....	\$60,400 00
Deductions from gross income: Interest on funded debt.....	8,400 00
Net corporate income.....	\$52,000 00
Deficit, June 30, 1915.....	27,088 68
Total.....	\$24,911 32
Dividends declared, 8 per cent on \$650,000 stock.....	52,000 00
Deficit, June 30, 1916.....	\$27,088 68

Rent Accrued from Lease of Road and Equipment.— Interest on \$210,000 first mortgage bonds at 4 per cent, \$8,400; 8 per cent dividend on \$650,000 capital stock, \$52,000; allowance for corporate expenses, \$1,419.96; total, \$61,819.96.

Description of Road and Equipment.³— Leased to Central Crosstown Railroad Co.: "Three three-story brick tenements, numbers 162-4-6 Christopher street, also Nos. 168-174 Christopher street used for carhouse purposes.

"All equipment originally leased to the lessee company has been worn out in service. Upon the termination of lease, the lessee is to turn over to respondent all renewals and additions made by lessee to original equipment."

[For details of track, see this company's abstract in 1915 Report of this Commission, Vol. II, and abstract of the New York Railways in this volume.]

Officers.— President, Alfred Wagstaff; Secretary and Treasurer, H. N. Curtis; Counsel, Tracy H. Harris.

Directors.— Alfred Wagstaff, Tracy H. Harris, Geo. H. Prentiss, R. E. Prentiss, H. N. Curtis, Irving Brokaw, Geo. F. Morgan, Charles R. Buckley, T. B. Bleecker, H. P. Hatch, W. L. Perkins, John Beaver.

Main Business Office.— 545 East Fourteenth street, New York City.

Report verified by Henry N. Curtis, Treasurer, September 27, 1916.

THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY

LESSEE OF DEKALB AVENUE AND NORTH BEACH RAILROAD COMPANY

History.— Incorporated December 10, 1860, under the Railroad Law [of 1850 and special legislation. Operation commenced July 3, 1862. On April 10, 1891, the Prospect Park and Flatbush Railroad Company was merged. On December 1, 1897, the road and equipment of the Brooklyn City and Newtown Railroad Company was leased to this company for a period of 999 years, and on March 21, 1910, said company was merged. Through this merger the respondent acquired all the stock of the DeKalb Avenue and North Beach Railroad Company, which it operates.]¹ Jointly with other companies, this company exercises direct control over the Brooklyn & North River Railroad Company, holding 250 out of a total of 1,000 shares of the capital stock of the latter company.

¹ From company's report as of June 30, 1913.

² See Documentary History in Annual Report, 1913, Vol. V, pp. 296-332, and Chart 3.

The Coney Island and Brooklyn Railroad Company

Majority voting power in this company is held by the Coney Island & Gravesend Railway Company through purchase of capital stock on January 15, 1914.

Stockholders and Members.—Total voting power of all members of the company, January 17, 1916, date of latest closing of the stock-book, 29,839, each holder of \$100 par value having one vote; total number of stockholders, 67, of whom 63, holding 29,518 shares, resided in New York state. Total votes cast at last general meeting, February 3, 1916, 27,695 whereof T. S. Williams and C. D. Meneely, as authorized proxies, cast 26,833 in behalf of corporate members and 862 in behalf of individual members.

Important Changes during the Year.—Participation certificate no. 9 in Brooklyn Rapid Transit Insurance reserve fund acquired in June, 1916, \$3,634.70.

Agreements were entered into as follows: April 28, 1916, with the Jay Street Connecting Railroad Co. for the removal of tracks on Main street, Brooklyn; July 15, 1915 with the Inter-Continental Construction Corporation for the construction and operation of construction railroad on Eastern Parkway, intersecting Franklin, Rogers and Nostrand avenues; November 30, 1915 with City of New York for removal of snow and ice during season 1915-1916; January 19, 1916, with President of Borough of Queens for removal of snow and ice during season of 1915-1916; October 27, 1915, supplementary to agreement of April 11, 1914, with Thomas Roulston, Inc., covering construction of extension to siding at 9th street and Second avenue, July 20, 1915, with N. Y. Consolidated R. R. Co., with Inter-Continental Construction Corporation with consent of respondent for construction of siding at Eastern Parkway and at Brighton Beach race track.

Permits received from Commissioner of Bridges extending time for operation of cars on Williamsburg Bridge under agreement dated May 21, 1904, from September 1, 1915 to July 7, 1916.

H. R. Potts appointed acting assistant secretary on June 22, 1916.

No additional rights or franchises were acquired.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
	Current assets:		
\$11,615 24	Cash.....	\$62,475 67	\$50,860 43
9,087 96	Sinking funds uninvested.....	9,747 96	660 00
183,474 37	Other special deposits.....	182,674 37	D 800 00
.....	Bills receivable — due on demand.....	31,411 18	31,411 18
22,810 96	Accounts receivable ¹	16,770 01	D 6,040 95
8,108 86	Interest receivable.....	\$ 3,759 98	651 12
977 34	Materials and supplies — badges.....	98 43	D 878 91
	Miscellaneous investments:		
35,000 00	Stocks of associated companies.....	\$ 35,009 00	9 00
20,114 93	Advances to De Kalb Avenue and North Beach Railroad Co.....	20,114 93	.....
7,157 50	Corporate stock, City of New York.....	7,157 50	.....
1,584 09	Participation certificates in Brooklyn Rapid Transit insurance reserve fund.....	5,330 07	3,745 98
8,349,778 23	" Fixed Capital, Dec. 31, 1908 ".....	8,324,670 37	D 25,107 86
	Fixed capital installed since 1908:		
154,058 86	Street railway land.....	154,883 26	824 40
150 00	Intangible street railway capital.....	13 57	D 136 43
1,089,150 20	Tangible street railway capital.....	1,145,183 03	56,032 83
9,593,137 29	Total fixed capital ²	9,624,750 23	31,612 94
145,500 00	Advances to associated companies.....	145,500 00	.....
21,282 77	Prepayments.....	13,845 79	D 7,936 98
123,437 50	Unamortised debt discount and expense.....	120,312 50	D 3,125 00
35,872 41	Suspense.....	\$ 31,140 97	D 4,731 44
<u>\$10,214,161 22</u>	<u>Total.....</u>	<u>\$10,309,598 59</u>	<u>\$95,437 37</u>

¹ Includes amounts due from associated companies: June 30, 1915, \$18,510.35; June 30, 1916, \$9,203.07.

² Includes \$3,625.00 due from Brooklyn Rapid Transit Co.

³ The cost of the Brooklyn and North River R. R. Co.'s stock was increased by \$9.00, representing advertising expense incurred in connection with bearing on purchase.

⁴ The reserve for accrued amortization of capital shows a debit balance which is included under suspense.

⁵ Consists of "accrued amortization of capital — suspense," debit balance, \$10,572.11; Coney Island Avenue improvement, \$19,427.96; other suspense, \$1,140.90.

ABSTRACTS OF RETURNS OF COMMON CARRIERS 567

The Coney Island and Brooklyn Railroad Company

BALANCE SHEET—Concluded

June 30, 1915	LIABILITIES SIDE	June 30, 1916	Increase or (D) decrease
	Unfunded debt:		
\$34,127 88	Taxes accrued.....	\$34,695 29	\$567 41
137,200 00	Matured funded debt unpaid.....	217,200 00	80,000 00
90,288 56	Due associated companies.....	68,202 66	D 22,085 90
42,362 16	Miscellaneous bills payable.....	42,362 16	.....
30,687 96	Miscellaneous accounts payable.....	16,875 86	D 13,812 10
136,147 50	Interest accrued on funded debt.....	184,982 50	D 1,165 00
32,062 64	Interest accrued on unfunded debt.....	33,062 64	1,000 00
498 39	Due for wages and salaries.....	480 41	D 17 98
11 54	Other unfunded debt.....	.....	D 11 54
	Funded and other long term debt:		
6,105,000 00	Mortgage bonds.....	6,105,000 00	.....
118,298 46	Certificates of indebtedness.....	118,298 46	.....
108,500 00	Miscellaneous funded debt.....	28,500 00	D 80,000 00
	Reserves:		
20,087 96	Sinking fund reserve.....	20,747 96	660 00
1,584 09	Insurance reserve.....	5,330 07	3,745 98
360 20	Suspense credit balances.....	994 41	634 21
2,983,900 00	Capital stock.....	2,983,900 00	.....
373,043 88	Corporate surplus.....	498,966 17	125,922 29
<u>\$10,214,161 22</u>	<u>Total.....</u>	<u>\$10,309,598 59</u>	<u>\$95,437 37</u>

Contingent Liabilities.—Judgments on appeal, \$6,052.18.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916 filed by respondent:	Gross value	Same, less depreciation
Real property outside streets and public places.....	\$1,802,566	\$1,565,985
Real property in streets — tangible.....	1,425,495	996,943
Tangible personal property.....	1,089,447	1,089,447
Assessed valuation for 1916 taxes:	Borough of Brooklyn	Borough of Queens
Real property outside streets and public places.....	\$1,246,300	\$313,100
Real property (tangible and intangible) in streets.....	2,445,260	66,750

DETAILS OF ASSETS AND DEBIT BALANCES

"Fixed Capital, December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Engineering and superintendence.....	\$46,633 60	.....	\$46,633 60
Right of way.....	291,853 02	.....	291,853 02
Real estate used in operation of road.....	48,391 74	\$2,262 00	46,129 74
Track and roadway construction.....	2,956,867 99	1,300 00	2,955,567 99
Electric line construction.....	479,064 09	17,618 31	461,445 78
Buildings and fixtures used in operation of road..	1,301,067 22	277 55	1,300,789 67
Power plant equipment.....	883,881 06	.....	883,881 06
Shop tools and machinery.....	7,047 53	.....	7,047 53

¹ The 1915 report included under miscellaneous funded debt, \$80,000, which matured during the year.

² Of this amount \$20,277 represents the valuation of property of the De Kalb Ave. and North Beach R. R. Co.

³ Includes \$12,168 for property of the De Kalb Ave. and North Beach R. R. Company.

⁴ Includes \$30,260, representing value of property of the De Kalb Ave. and North Beach R. R. Company.

The Coney Island and Brooklyn Railroad Company
DETAILS OF ASSETS AND DEBIT BALANCES — *Concluded*

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Cars.....	\$1,652,566 02	\$1,350 00	\$1,651,216 02
Electric equipment of cars.....	412,795 76	.....	412,795 76
Miscellaneous equipment.....	96,845 05	2,300 00	94,545 05
Organisation.....	7,662 47	.....	7,662 47
Interest and discount.....	162,620 09	.....	162,620 09
Miscellaneous.....	2,482 59	.....	2,482 59
Total.....	\$8,349,778 23	\$25,107 86	\$8,324,670 37

Details of Capital Withdrawn.— Sale of real estate used in operation of road, property at Brighton Beach, \$2,262.

Track and roadway construction: Withdrawal of two stub ends from W/B track, Franklin avenue between Atlantic and Pacific, and left hand corner from Smith street near State, \$1,300.

Electric line construction: Withdrawal of three trolley poles from Sanford street near DeKalb avenue, \$217.69; of feeders from Coney Island avenue, \$7,775; of O/H feeders from 15th street and Coney Island avenue between Ninth avenue and Park circle, \$9,485.76; of trolley pole and feeder arms from Neptune avenue, \$104.08; of trolley pole from 9th street east of Seventh avenue \$35.78; total, \$17,618.31.

Buildings and fixtures used in operation of road: Withdrawal of five arc lamps and 25 single lamps from De Kalb avenue depot, \$217.55; of one Hall safe, from De Kalb avenue depot \$60; total, \$277.55.

Cars: Withdrawal of one single truck closed body, \$650; one single truck closed passenger car body, \$550; and of one air compressor, complete, \$150; total, \$1,350.

Miscellaneous: Withdrawal of two sand cars, \$1,300; one line ear, \$650; two single truck gondolas, \$100; one double truck gondola, \$250; total, \$2,300.

Total withdrawn, \$25,107.86.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchise.....	¹¹ Cr. \$150 00	.....	.....	.....
Patent rights.....	13 57	.....	.....	\$13 57
Right of way.....	200 75	.....	.....	43,676 77
Other street railway land.....	623 65	.....	.....	111,206 49
Grading.....	.....	.....	.....	51,123 75
Ballast.....	42 93	.....	.....	30,745 47
Ties.....	1,448 80	.....	\$10 44	34,349 27
Rails, rail fastenings and joints..	1,819 74	.....	19 60	86,095 64
Special work.....	.....	.....	978 26	27,750 51
Track laying and surfacing.....	4,387 21	.....	111 33	107,667 44
Paving.....	9,565 14	.....	35 53	158,961 74
Roadway tools.....	.....	.....	.....	7,274 26
Crossings, fences and signs.....	.....	.....	.....	704 16
Interlocking and other signal apparatus.....	.....	.....	.....	501 43
Telephone and telegraph lines...	.....	.....	.....	.....
Poles and fixtures.....	81 59	.....	.....	8,375 85
Underground conduits.....	.....	.....	.....	1,481 24
Transmission system.....	48 37	.....	.....	4,313 54
Distribution system.....	1,850 49	.....	.....	47,734 63
Power plant buildings.....	45 27	.....	.....	20,345 48
Sub-station buildings.....	.....	.....	.....	5,699 93

¹¹ Represents item transferred to Suspense in accordance with ruling of Public Service Commission.

The Coney Island and Brooklyn Railroad Company
Fixed Capital Installed since December 31, 1908 — Concluded

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
General office buildings and fixtures.....				\$11,152 94
Shops and car houses.....	\$778 24			39,932 49
Stations, waiting rooms and mis- cellaneous buildings.....				114,044 96
Park and resort properties.....				22,798 44
Furnaces, boilers and accessories.....				44,740 54
Steam engines.....				1,711 04
Power plant electric equipment..				15,946 90
Miscellaneous power plant equip- ment.....				1,697 67
Sub-station equipment.....				1,928 07
Shop equipment.....	261 00			10,168 83
Revenue cars.....	46,489 58			151,606 51
Electric equipment of cars.....	¹² Cr. 14,758 16			39,549 95
Other rail equipment.....	5,677 79			24,963 20
Miscellaneous equipment.....			\$550 00	5,828 84
Engineering and superintendence.....				32,300 76
Law expenses during construction.....				18,687 55
Miscellaneous construction ex- penditures.....				15,000 00
Total.....	\$58,425 96		\$1,705 16	\$1,300,079 86

Details of Expenditures for Improvements

Transfer to suspense of charge account of franchise on Bridge — Front and Gold streets.....	Cr. \$150 00
Obtaining patent for improved method of fastening hard center plates in special work.....	13 57
Assessments, etc.....	824 40
Paving railroad area.....	1,277 12
Installation second-hand granite block pavement in place of 8-inch etc. and in- stallation of tie rods in east bound track — Front street between Adams and Fulton streets.....	500 21
Installation of 372 rolled steel in place of cast-iron wheels on car tracks.....	2,937 88
Installation of geared hand brakes on 129 double truck closed cars.....	1,979 46
Running one 500,000 C. M. wire on DeKalb avenue between Central and Seneca avenues.....	1,288 38
Substitution of knuckle joint connectors for two-way connectors in motor leads and Howard end door locks for handles in 39 D. T. closed cars.....	2,054 52
Substitution of knuckle joint connectors for two-way connectors in motor leads and Howard end door locks for handles in 9 closed cars.....	5,367 70
Purchase and equipment of two snow sweepers for surface operation.....	4,324 92
Installation of new 7-inch 105-lb. groove girder rail, etc., in place of 8-25/32 inch 90-lb. tram rail, etc., in Jay street between High and Concord streets.....	1,427 61
Installation of new 7-inch 105-lb. groove girder rail, etc., for 8-25/32 inch tram girder rail, etc., in Washington street between Myrtle avenue and Sands street.....	4,595 64
Installation of second-hand granite block pavement, etc., for 8-inch granite block, etc., in Washington street between Front and Gold streets.....	842 84
Installation of wiring, etc., and substitution of Consolidated heaters for Johns' heaters, etc., on 25 cars.....	5,407 30

¹² A transfer of \$25,357.23 has been made by the company from the account Electric equip-
ment of cars to Revenue cars to correct entries made in prior years.

The Coney Island and Brooklyn Railroad Company

Details of Expenditures for Improvements — Concluded

Installation of air brakes and geared hand brakes on supply car No. 9449 and plow No. 9808.....	\$803 35
Installation of improved paving at Park Circle between Coney Island and Parkside avenues.....	1,384 16
Installation of buffer shields on 438 surface passenger and 8 miscellaneous cars....	2,364 28
Installation of geared hand brakes, steel bumper castings, conduits for lights and power, etc., on 86 D. T. open cars.....	10,582 49
Installation of 7-inch 105-lb. groove girder rail for 8-25/32-inch tram girder rail Parkside avenue between Ocean avenue and Park circle.....	7,198 48
Installing fixed truck guards on 56 pairs Brill 22 E. maximum traction trucks....	630 57
Running one 1,000,000 C. M. cable out of Lexington Sub-station to " L " structure also one 500,000 C. M. wire on structure from Sub-station to Franklin avenue..	697 95
Minor projects less than \$500.00.....	2,073 13
Total.....	\$58,425 96

Equipment Retired during the Year.— One closed passenger car body, \$550; six work cars, \$2,800; one service car, \$650; 318 Sherwood fenders retired, credited to fixed capital in 1917; total, \$3,500; whereof charged to accrued amortization of capital, \$942.31; to surplus, \$2,557.69. Equipment in service from approximately 1890.

Miscellaneous Investments

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Free Investments</i>				
The Brooklyn and North River R. R. Co.:				
Common stock.....	\$25,000 00	\$25,009 00	\$25,009 00	.....
DeKalb Avenue and North Beach R. R. Co.:				
Common stock.....	10,000 00	10,000 00	10,000 00	.....
Advances.....	20,114 93	20,114 93	20,114 93	.....
Brooklyn Rapid Transit 4½% participation certificates in insurance reserve fund...	5,330 07	.....	5,330 07	= \$71 28
<i>Mortgaged and bound investments</i>				
City of New York 4½% corporate stock ¹⁴ ..	7,000 00	7,157 50	7,157 50	297 50
Total.....	\$67,445 00	.....	\$67,611 50	\$368 78

*Advances to Associated Companies.*¹⁵— Brooklyn Rapid Transit Co: Amount at beginning and at close of year, \$145,000; interest, 5% accrued during year, \$7,250; received during year, \$3,625. DeKalb Avenue and North Beach R. R. Co.: Amount at beginning and at close of year, \$500. Total advances at close of year, \$145,500.

Special Deposits.— Coupon, \$164,745; unexpended proceeds of \$500,000 gold notes, \$17,929.37; total, \$182,674.37.

Prepayments.— Taxes (car license), \$3,428.26; insurance, \$9,850.86; sundries, \$66.67; total, \$13,345.79.

Suspense.— Water supply, \$709.65; Bridge, Front and Gold streets, franchise, \$431.25; total, \$1,140.90.

*Unamortized Debt Discount and Expense.*¹⁶— Amount of discount suffered on 625,000 of 4 per cent 50-year consolidated mortgage gold bonds, \$125,000; unextinguished at beginning of year, \$123,437.50; amount charged to income during the year, \$3,125; unamortized balance at close of year, \$120,312.50.

¹³ Added to principal in June, 1916.

¹⁴ Deposited with State Industrial Commission to secure liability under Workmen's Compensation Act.

¹⁵ In addition there are included in the balance sheet under Accounts receivable, amounts due from associated companies, as follows: The Brooklyn Heights Railroad Co., \$2,792.67; New York Consolidated Railroad Co., \$472.70; South Brooklyn Railway Co., \$1,123.25; Brooklyn and North River R. R. Co., \$4,814.45; total, \$9,203.07.

¹⁶ See Funded debt below for particulars of funded debt, including discounts suffered, etc.

The Coney Island and Brooklyn Railroad Company
DETAILS OF LIABILITIES AND CREDIT BALANCES
Funded Debt

Particulars	THE CONEY ISLAND AND BROOKLYN R. R. CO.				Brooklyn City & Newtown R. R. Co. first consolidated mortgage bonds
	First consolidated mortgage bonds	Consolidated mortgage bonds	Real estate mortgages	Matured real estate mortgages	
Nominal date of issue.....	May 20, 1898	Dec. 15, 1904	Nov. 17, 1900	Various	July 1, 1889
Date of maturity.....	July 1, 1948	Jan. 1, 1955	June 27, 1917	Various	July 1, 1939
Interest, rate and dates.....	4%, Jan.-July	4%, Jan.-July	5%	5-6%	5%, Jan.-July
Denominations.....	\$1,000	\$1,000	—	—	\$1,000
Authorized by company.....	2,000,000 00	10,000,000 00	\$28,500 00	\$217,200 00	2,000,000 00
By public authority.....	2,000,000 00	2,232,000 00	28,500 00	—	.....
Only nominally issued.....	.....	107,000 00	.....	.....	.....
Held free.....	.....	107,000 00	.....	.....	.....
Actually issued, prior to year...	2,000,000 00	2,125,000 00	28,500 00	217,200 00	2,000,000 00
Cash realized.....	1,914,400 00	2,000,000 00	28,500 00	217,200 00	2,000,000 00
Discount.....	85,600 00	125,000 00	.....	.....	.....
Reacquired and held alive.....	13,000 00	.....	.....	.....	7,000 00
In sinking or other fund.....	13,000 00	.....	.....	.....	7,000 00
Actually outstanding.....	1,987,000 00	2,125,000 00	28,500 00	217,200 00	1,993,000 00
Interest accrued.....	¹⁷ 79,920 00	85,000 00	¹⁸ 4,575 00	8,660 00	99,650 00
Interest charged to income.....	79,920 00	85,000 00	¹⁸ 4,575 00	²⁰ 8,660 00	99,650 00
Interest paid.....	79,660 00	85,000 00	¹⁹ 4,425 00	²⁰ 8,660 00	100,075 00
Interest not due.....	.....	.....	237 50	2,809 06	51,525 00
Interest matured and unpaid...	40,720 00	42,500 00	.....	.....	.....
Trustees under mortgages.....	Central Trust Co.	Central Trust Co.	.....	.....	Central Trust Co.

Capital Stock.—Authorized by company, common, 35,000 shares of \$100 par value each; authorized by public authority, 29,839 shares; amount actually issued prior to year, 29,839 shares of a par value of \$2,983,900, of which 14,987 shares were issued for \$1,498,700 cash and 14,852 shares for property of a cash value of \$1,485,200, as follows: Construction, \$479,400; land, \$5,000; damages, \$800; Brooklyn City and Newtown Railroad Company's stock, \$1,000,000. Dividends declared during year, six per cent, \$179,034; dividends paid, \$179,034.

Bills and Accounts Owing to Associated Companies.—Certificates of indebtedness payable on demand and bearing interest at 6 per cent, owned by the Brooklyn Rapid Transit Company. Outstanding at close of year, \$118,298.46; interest accrued during year, \$7,097.90; paid, \$10,576.24.

Loans on open account on which no interest is charged: Transit Development Co., \$54,813.80; Brooklyn Rapid Transit Co., \$7,184.87; Brooklyn Heights R. R. Co.²¹ \$6,028.71; Nassau Electric R. R. Co., \$247.76; total owing on open account, \$68,275.14; total, \$186,573.60.

Miscellaneous Bills Payable.—Real estate mortgages maturing one year after date of issue, as follows: On DeKalb and Central avenues property, \$13,362.16, held by Belle A. Dykman, matured May 8, 1885, interest at 5 per cent, payable June 1 and December 1; on Franklin avenue and Carroll street property, \$14,000, held by Brooklyn Trust Co., matured May 1, 1891, interest at 5 per cent, payable May 1 and November 1; on Smith and 9th streets property, \$15,000, held by Brooklyn Trust Co., matured May 22, 1903, interest at 5 per cent, payable May 22 and November 22; total, \$42,362.16.

Taxes Accrued.—See schedule supporting Income Statement.

Reserves.—Accrued Amortization of Capital: Debit balance, June 30, 1915, \$15,626.72. Debits during the year: Capital withdrawals, \$5,182.24; excess of expenditures over accruals, way and structures, \$3,565.59. Credits during the year: To adjust distribution of capital withdrawal in 1915, \$1,723.10; excess of accruals over expenditures, equipment, \$12,079.34. Debit balance, June 30, 1916, \$10,572.11.

¹⁷ Includes interest on \$11,000 bonds reacquired in sinking fund.

¹⁸ Includes \$3,150 interest prior to date of maturity on one \$80,000 mortgage which matured April 1, 1916.

¹⁹ Includes \$3,000 on above \$80,000 mortgage applicable to period prior to date of maturity.

²⁰ Includes \$1,000 interest on above \$80,000 mortgage accrued since April 1, 1916.

²¹ Includes \$72.48 carried as tax liability in balance sheet.

The Coney Island and Brooklyn Railroad Company

Sinking Fund Reserve: Credit balance, June 30, 1915, \$20,087.96; credit during the year, one year and six months' interest from January 1, 1915 to June 30, 1916 on eleven first consolidated mortgage bonds, \$660; credit balance, June 30, 1916, \$20,747.96.

Insurance Reserve: Credit balance, June 30, 1915, \$1,584.09; credits during the year from participation certificates of Brooklyn Rapid Transit insurance reserve fund, \$3,745.98; credit balance, June 30, 1916, \$5,330.07.

Suspense Credit Balances: Thos. Roulston, Inc., \$432.22; unearned discount, \$360; unearned rentals, \$136.05; Citizens' Water Supply Co., \$66.14; total credit balance, \$994.41.

INCOME STATEMENT

[The excerpts from the various operating agreements of the companies in the Brooklyn Rapid Transit system on pp. 547ff. should be consulted for a clearer understanding of the operating data given in this abstract.]

	Net amount for year	Increase or (D) decrease
Revenue from transportation.....	\$1,801,856 42	\$61,046 12
Other street railway operating revenue.....	37,343 52	D 13,464 71
Total operating revenue.....	\$1,839,199 94	\$47,581 41
Maintenance of way and structures.....	\$201,807 94	\$6,837 18
Maintenance of equipment.....	158,563 37	5,372 06
Power purchased.....	148,900 08	423 87
Operation of cars.....	494,958 09	14,397 23
Injuries to persons and property.....	74,570 79	D 22,463 95
Traffic expenses.....	1,257 54	D 1,220 08
Other general expenses.....	62,826 67	D 1,865 42
Total street railway operating expenses.....	\$1,142,884 48	\$1,480 89
Taxes accrued.....	102,390 57	7,576 92
Total revenue deductions.....	\$1,245,275 05	\$9,057 81
Operating income.....	\$593,924 89	\$38,523 60
Non-operating income: Rent of car No. 9243 (old car No. 18), New York Municipal Railway Corporation, \$400; miscellaneous rent revenues, (under \$50 per month), \$512.49; interest on bank balances, \$4,994.16; on advances to associated companies, \$8,253.76; on minor loans and accounts, \$93.69; on corporate stock, City of New York, \$297.50; profits from operations of others (cars on Williamsburg bridge), \$12,906.16; miscellaneous revenues (supervision and use of tools, \$181.82; percentage gross receipts, auto aerial racer, \$649.76), \$831.58; less non- operating revenue deductions (rent expense, \$525.19; non- operating taxes, \$2,104.16), \$2,629.35.....	25,659 99	2,228 43
Gross income applicable to corporate and leased properties....	\$619,584 88	\$40,752 03
Deductions from gross income:		
Interest on funded debt.....	\$269,145 00	\$2,149 31
Other interest: In real estate mortgages, \$10,778.12; on certifi- cates of indebtedness, \$7,007.90.....	17,876 02	D 2,638 49
Rent deductions: Track and terminal privileges, \$9,394.06; hire of equipment, \$2,048.16; miscellaneous, \$4.01.....	11,446 23	D 62 63
Amortisation of debt discount and expense.....	3,125 00	D 2,187 50
Other contractual deductions.....		D 90
Total income deductions.....	\$301,592 25	D \$2,740 21
Net corporate income.....	\$317,992 63	\$43,492 24

ABSTRACT OF RETURNS OF COMMON CARRIERS 573

The Coney Island and Brooklyn Railroad Company

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$373,043 88
Balance for year transferred from income.....	317,992 63
Rent from Brooklyn Poster Advertising Co. for the three years ending December 15, 1911.....	177 29
Total.....	\$691,213 80
Dividends declared on stock (6 per cent on \$2,983,900).....	\$179,034 00
Amortization elsewhere unprovided for: Loss from feeders on Coney Island Avenue, \$5,063.49; on overhead feeders from De Kalb avenue, \$1,723.10; miscellaneous equipment scrapped, \$1,973.08; other items, \$2,234.68.....	10,994 85
Real estate taxes and interest thereon 1895-1915.....	2,151 41
Minor deductions.....	67 87
Total deductions.....	192,247 63
Surplus, June 30, 1916.....	\$498,966 17

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges: Broadway Subway and Home Boroughs Car Advertising Co., Inc., \$9,251.13.

Other car and station privileges: Non-public utilities, \$10,068.75.

Rent of land and buildings: Edison Electric Illuminating Co., attachments, \$45.90; Flatbush Gas Co., attachments, \$15.75; N. Y. Telephone Co., attachments, \$12.62; non-public utilities, \$166.67; total, \$240.94.

Rent of equipmēt: South Brooklyn Railway Co., per diem charges, \$138.25.

Rent of tracks and terminals: The Brooklyn Heights R. R. Co., trackage, \$3,559.08; South Brooklyn Railway Co., freight trackage, \$9,769.29; total, \$13,328.37.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of August 3, 1914, this company filed with the Commission rules for depreciation which provide the equivalent of 11.2 per cent of gross earnings [transportation revenue] for maintenance of way and structures and the equivalent of 8.8 per cent of gross earnings [transportation revenue] for maintenance of equipment.

Under above rule, \$3,565.59 was credited to depreciation of way and structures and concurrently debited to reserve; \$12,079.34 was charged to depreciation of equipment and concurrently credited to reserve.

Power Bought.— From Transit Development Co., 21,123,070 kw. hrs. (based on monthly car mileage); average price per kw. hr. 0.7049 cents; total, \$148,900.08 (charged to operating expenses).

Joint Facilities.— Proportion of Transit Development Company's charge to Coney Island and Gravesend Railway Co. for shop facilities, etc., \$278.36, credited to maintenance of equipment.

Rents Payable Charged to Operating Expenses.— The Brooklyn Heights Railroad Co., lessee of The Brooklyn City Railroad Co., for office rent, 85 Clinton street, \$1,200.

The Coney Island and Brooklyn Railroad Company

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land.....	\$11,900 58 ^a Cr.	\$1,245 32	\$14,194 32	.....
Improvements on land.....	20,039 68	29,027 76	15,718 50	.....
Corporate real property.....	432 64	^a 700 38	1,996 13	.....
Special franchise.....	32,049 05	28,718 31	28,548 71	.....
Brooklyn bridge tolls.....	13,269 14	13,269 14	13,247 43	.....
Williamsburg bridge tolls.....	4,146 65	4,146 65	4,167 90	.....
Car licenses.....	3,740 00	3,721 74	3,720 00	.....
State franchise tax on dividends.....	1,790 34	2,758 66	3,133 08	.....
State franchise tax on gross earnings..	18,674 89	18,674 90	18,174 57	.....
Federal income tax.....	2,618 35	2,618 35	2,618 35	.....
Total.....	\$108,661 32	^a \$102,390 57	\$105,518 99	.....

Operations of Others — Profit.— Bridge Operating Co.: Net earnings from operation of local cars on Williamsburg bridge, \$91,073.12; less rental, \$6,000 and amortization, \$4,409.52; balance \$80,663.60; respondent's proportion, 16 per cent (5 per cent received from New York Railways Co., and 11 per cent received from The Brooklyn Heights Railroad Co.), \$12,906.16.

Miscellaneous Rent Deductions.— Track and terminal privileges: The Brooklyn Heights Railroad Co., \$7,384.49 (trackage privileges, \$7,012.56; for payment to City of New York for track and terminal privileges, Williamsburg bridge, \$371.93); Nassau Electric Railroad Co., \$1,973.12 (for payment to City of New York for siding at Washington and High streets, \$500; trackage, South 8th and Roebling streets, Kent avenue to Williamsburg bridge, \$1,473.12); The Long Island Railroad Co. siding at DeKalb avenue near Wyckoff avenue, \$36.45; total, \$9,394.06.

Rents accrued for lease of other road and equipment: The Brooklyn Heights Railroad Co., 16 per cent rent of 16 cars of local railroad — Brooklyn Bridge (paid by Brooklyn Heights Transit Development Co.), \$2,048.16.

Sinking Fund Accruals.— For redemption of bonds within twenty years from January 1, 1911. Order No. 420 of Public Service Commission: Coupon interest on eleven consolidated mortgage bonds, due July 1, 1915, and January 1 and July 1, 1916, \$660, included in interest on funded debt in *Income Account*.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically operated surface line, trolley contact

NAME OF STREET	Road	Second track	Sidings	All running track	Increase or (D) decrease
<i>Road owned by respondent</i>					
Kings County					
Coney Island avenue, 15th street to Brighton Beach crossing.....	5.849	5.849	.343	12.041	.....
De Kalb avenue, Fulton street to Borough Line.	3.925	3.925	.064	7.914	.....
Fifteenth street, Prospect park west to Coney Island avenue.....	.336	.336	.....	.672	.....
Franklin avenue, Wallabout street to Malbone street.....	2.420	2.420	.....	4.840	.....
Front street, Fulton street to Adams street.....	.250	.....	.....	.250	.....
Hamilton ferry sidings.....	.....	.....	.083	.083	.....
High street, Washington street to Jay street....	.150	.150	.....	.300	.....
Jay street, Prospect street to Fulton street....	.632	.632	.....	1.264	.....
Main street, Plymouth street to Prospect street.	.214	.211	.....	.425	.....
Malbone street, Franklin avenue to Ocean avenue.....	.097	.097	.055	.249	.....
Ninth avenue, Hamilton avenue to Prospect park west.....	1.495	1.495	.....	2.990	.....
Ocean avenue, Malbone street to Parkside avenue.....	.583	.583	.....	1.166	.....
Parkside avenue, Ocean avenue to Park circle..	.623	.623	.....	1.246	.....
Prospect park west, 9th street to 15th street...	.259	.259	.....	.518	.....
Prospect street, Main street to Jay street.....	.205	.205	.....	.410	.....

^a This credit to income is due to an adjustment.

^a In addition corporate surplus was charged with \$1,573.41 for years 1895 to 1915, inclusive.

^a In addition \$2,104.16, representing real estate taxes, was charged to non-operating income.

The Coney Island and Brooklyn Railroad Company
DESCRIPTION OF ROAD AND EQUIPMENT — Concluded

NAME OF STREET	Road	Second track	Sidings	All running track	Increase or (D) decrease
<i>Road owned by respondent</i>					
River street, South 1st street to Grand street...	.101	.....	.....	.101	.....
Sea Breeze avenue, Brighton beach crossing to West 5th street.....	.549	.549	.026	1.124	.....
Smith street, Fulton street to Garnett street...	1.327	1.327	.....	2.654	.....
South 8th street, Kent avenue to Wythe avenue.	.073	.....	.....	.073	.....
South 9th street, Kent avenue to Wythe avenue.	.070	.....	.....	.070	.....
Washington street, Water street to Fulton street.....	.662	.618	.037	1.317	.....
Water street, Fulton ferry to Washington street.	.249	.193	.024	.466	.....
West 5th street, Neptune avenue to Surf avenue.	.405	.382	.....	.787	.....
Wythe avenue, South 8th street to Wallabout street.....	.876	.876	.....	1.752	.....
Gold street, Willoughby street to De Kalb avenue ²⁵.....	.148	.148	.....	.286	.....
Total.....	21.493	20.873	.632	42.998	.....
<i>Queens County</i>					
De Kalb avenue, Borough Line to Depot (Seneca avenue).....	.201	.132	.....	.333	.....
Seneca avenue, De Kalb avenue to Elm avenue.	.763	.763	.....	1.526	.....
Total.....	.964	.895	.....	1.859	.....
Total owned²⁶.....	22.457	21.768	.632	44.857	.....
<i>Road of associated company [De Kalb Avenue & North Beach Railroad] in possession of respondent although not formally leased</i>					
	.440	.440	.....	.880	.....
Total maintained²⁶.....	22.897	22.208	.632	45.737	.....
<i>Road occupied under trackage rights from associated companies</i>					
<i>Brooklyn Heights Railroad:</i>					
Willoughby street, Gold street to Jay street..	.198	.186	.....	.384	.....
Roebling street, South 8th street to Williamsburg bridge.....	.016	.015	.....	.031	.....
Fulton street, De Kalb avenue to Washington street.....	.429	.428	.....	.857	.....
Kent avenue, South 8th street to South 1st street.....	.379	.....	.....	.379	.....
Kent avenue, Grand street to South 8th street.....	.....	.427	.....	.427	.....
Franklin avenue, Greene avenue to Gates avenue.....	.133	.133	.....	.266	.....
Hamilton avenue, 9th street to Hamilton ferry.....	.730	.729	.....	1.459	.....
On Fulton street near Fulton ferry.....	.022	.....	.....	.022	.....
<i>Nassau Electric Railroad:</i>					
South 8th street, Wythe avenue to Roebling street.....	.325	.324	.....	.649	.....
South 8th street, Wythe avenue to Kent avenue.....	.117	.....	.....	.117	.....
Washington street, Concord street to High street (owned by City of New York).....	.....	.....	.095	.095	.....
Total.....	2.349	2.242	.095	4.686	.....
<i>Road occupied under trackage rights from City of New York</i>					
<i>New York and Brooklyn Bridge:</i>					
Park Row to Tillary street out.....	1.663	1.610	.....	3.273	.....
<i>Williamsburg Bridge:</i>					
Delancey street to Havemeyer street.....	1.645	1.645	.....	3.290	.....
Total.....	3.308	3.255	.....	6.563	.....
Total operated.....	28.554	27.705	.727	56.986	.....

Tracks in car houses, shops and yards, Kings County, 3.786 miles; Queens County, 2.621 miles.

²⁵ Jointly owned and operated with The Brooklyn Heights R. R. Co., whose interest in this track is 50 per cent.

²⁶ Inclusive of the interest of the Brooklyn Heights Railroad Co. in joint track mentioned in preceding note.

The Coney Island and Brooklyn Railroad Company
Details of Track, Roadway and Electric Line Construction

Items	Added during year	Removed during year	At close of year
Ballast (miles of track) laid on:			
Crushed stone.....	.....	.....	13.056
Earth.....	.....	.....	39.068
Ties: ²⁷			
Number of wood ties, treated.....	.....	.....	34.467
Number of wood ties, untreated.....	²⁷.....	.....	85.993
Miles of track laid on ties.....	.....	.....	²⁸ 52.144
Rail (miles of track): ²⁸			
9-inch 90-lb. girder.....	.....	2.580	26.417
7-inch 102-lb. girder.....	.....	.....	4.706
7-inch 105-lb. girder.....	2.423	.....	3.425
7-inch 128-lb. girder.....	.157	.....	.157
5-inch 85-lb. T.....	.....	.....	9.240
4½-inch 65-lb. T.....	.....	.....	1.148
4½-inch 60-lb. T.....	.....	.....	4.164
3½-inch 50-lb. T.....	.....	.....	2.487
3½-inch 40-lb. T.....	.....	.....	.154
42-lb. strap.....	.....	.....	246
Rail joints (miles of track):			
Bolted plates.....	.....	2.423	48.839
Cast.....	1.928	.....	2.830
Continuous.....	.495	.....	.495
Paving (miles of track):			
Granite block on sand.....	.....	1.029	8.836
Asphalt.....	.....	.992	.254
Granite block on concrete.....	1.029	.....	²⁸ 22.836
Oak-key block.....	.....	.....	1.372
Red brick.....	.....	.....	.048
Medina.....	.992	.....	.992
Poles: Total number.....	8	9	2,008
Whereof wood untreated.....	1	1	32
Whereof steel.....	7	8	1,962
Steel poles owned jointly with The Brooklyn Heights R. R. Co. ....	.....	.....	14
Overhead construction (miles of line).....	.026	.050	52.396
Span wire.....	.025	.050	45.459
Side bracket.....	.....	.....	2.043
Span under " L ".....	.....	.....	.155
Short trough.....	.....	.....	.064
Long trough.....	.001	.....	2.758
Car barn construction.....	.....	.....	1.606
Span jointly owned with The Brooklyn Heights Railroad Co. ....	.....	.....	.319
Trolley wire (miles):			
1/0 copper.....	.301	.005	.711
2/0 copper.....	.045	.....	.074
1/0 phono.....	.....	.056	.084
2/0 phono.....	.008	5.463	33.409
3/0 phono.....	.....	.....	.039
4/0 phono.....	.....	.....	1.172
2/0 high strength.....	5.153	.008	16.320
7/12 span.....	.....	.....	.120
Iron bar.....	.....	.....	.131
1/0 phono owned jointly with The Brooklyn Heights R. R. Co. ....	.....	.....	.307
2/0 phono owned jointly with The Brooklyn Heights R. R. Co. ....	.....	.....	.012

²⁷ Under the schedule, Ties laid during the year, company reports 4,643 yellow pine 6 in. by 8 in. by 8 ft. ties laid.

²⁸ Owned jointly with Brooklyn Heights R. R. Co., .286 miles.

The Coney Island and Brooklyn Railroad Company Details of Track, Roadway and Electric Line Construction — Concluded

Items	Added during year	Removed during year	At close of year
Underground conduit (miles of line).....			10.470
Whereof terra cotta and fire clay.....			10.247
Whereof iron pipe.....			.223
Underground conduit (duct miles).....			63.889
Whereof terra cotta and fire clay.....			63.396
Whereof iron pipe.....			.493
Transmission cables — underground (voltage 11,000) 3 Cond. L. & P. (miles).....			14.513
Distribution cables — underground (voltage 600) (miles):			
1,000,000 C. M., L. & P. positive.....	.063	.068	10.812
1,000,000 C. M., L. & R. positive.....			.164
500,000 C. M., L. & R. positive.....			1.926
1,000,000 C. M., R. C. positive.....	.026	.022	.060
500,000 C. M., R. C. positive.....			.008
500,000 C. M. submarine positive.....			.021
211,600 C. M., L. & R. positive.....	.007	.006	.281
500,000 C. M., W. P. negative.....			.006
211,600 C. M., W. P. negative.....			.011
Distribution cables — overhead (voltage 600) miles:			
4/0 weatherproof.....			12.327
500,000 C. M. weatherproof.....	1.184		35.636

Track Structures.— Bridges, steel or iron, 1; concrete, 1.

Cars.— Number revenue, 461; service, 24; decrease during year, 4. (For details, see Table II.)

Power Plant Equipment.— See Table III.

Miscellaneous.— Number of power houses, 1; sub-stations, 3; repair shops, 3; storage car houses, 2; service car houses, 4; office buildings, 1; number of transfer points, 183; number of parks or pleasure resorts operated, 1.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 37,129,082 fares, whereof 5-cent, 34,860,690; 3½-cent, 133,088; 2-cent 983,695; 2½-cent, 655,141; 1½-cent, 496,468; transfers collected, 14,488,362; employees and others carried free, 253,761. **Car Miles.**— Revenue car miles, 6,395,929, whereof active passenger, 6,391,517; idle passenger, 4,412; non-revenue car miles, 34,500. **Car-seat Miles.**— 287,265,458. **Car Hours.**— Passenger, active and idle, 738,779. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— Persons killed, 6; injured, 1,229; total amount paid during year for injuries and damages caused by accidents sustained within the year, \$14,965.04; for injuries and damages sustained in prior years, \$27,317.69. (For details of accidents, see Tables X and XI.)

Employees and Wages.— Inasmuch as some of the employees of this company are also in the service of other companies and their enumeration by each employing company in its report would necessarily show duplications, a combined statement for the companies of the Brooklyn Rapid Transit system is given in Table XII.

Officers.— President, S. W. Huff; Vice-President, C. D. Meneely; Secretary, J. H. Bennington; Assistant Secretary, Chas. W. Brown; Acting Assistant Secretary, H. R. Potts; Treasurer, C. D. Meneely; Assistant Treasurer, W. J. O'Neill; Auditor and Comptroller, Howard Abel; General Counsel, George D. Yeomans; Claim Agent, I. Isaacsen; Purchasing Agent, Lincoln Van Cott.

Directors.— S. W. Huff, C. D. Meneely, W. S. Benedict, J. H. Hallock, Bernard Gallagher, F. D. Tuttle, Chas. L. Woody, E. W. Clucas, T. S. Williams, G. D. Yeomans, Wm. Siebert, J. H. Bennington, L. Van Cott.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Vice-President and Treasurer, September 29, 1916.

CONEY ISLAND AND GRAVESEND RAILWAY COMPANY

History.—Incorporated March 22, 1893, under the provisions of the Railroad Law. The company exercises direct control over The Coney Island and Brooklyn Railroad Company, through stock ownership. Control over respondent was acquired by the Brooklyn Rapid Transit Company. March 15, 1907, through the purchase of stock and on January 25, 1907, the entire issue of 3,500 shares had been acquired.

Stockholders and Members.—Total voting power of all members of the company, 3,500, each holder of \$100 par value of stock having one vote; total votes cast at last general meeting, February 3, 1916, 3,500, T. S. Williams and C. D. Meneely, authorized proxies, casting two votes in behalf of themselves, 3,491 in behalf of corporate members and 7 votes in behalf of other members. All of this stock, with the exception of nine shares, is held by the Central Trust Co. of New York, Trustee.

Important Changes during the Year.—Participation certificate No. 9, par value, \$208.68 in Brooklyn Rapid Transit insurance reserve fund was acquired June, 1916. In May, 1916, an agreement was reached for the settlement of unpaid special franchise taxes. June 22, 1916, H. R. Potts was appointed acting assistant secretary. No new powers or franchises were acquired during the year.

BALANCE SHEET

June 30, 1915		June 30, 1916		Increase or (D) decrease
		ASSETS SIDE		
\$38,589 76	Cash.....	\$1,993 31		D \$36,596 45
100 00	Special deposit.....			D 100 00
2,902 19	Accounts receivable ¹	1,613 77		D 1,288 42
6,143 74	Interest and dividends receivable ²	5,820 83		D 322 91
2,637,128 42	Stock of Coney Island & Brooklyn R. R. Co..	2,637,128 42		
4,627 71	Participation certificates in Brooklyn Rapid Transit insurance reserve fund.....	5,044 60		416 89
5,112 50	City of New York corporate stock.....	5,112 50		
209,559 00	"Fixed Capital, Dec. 31, 1908".....	208,989 00		D 570 00
	Fixed capital installed since 1908:			
53 65	Street railway land.....	53 65		
167 90	Intangible street railway capital.....	181 47		13 57
19,365 62	Tangible street railway capital.....	26,356 47		6,990 85
\$29,146 17	Total fixed capital — gross.....	\$25,580 59		\$3,434 42
13,608 11	Less accrued amortization.....	16,742 64		\$3,134 53
\$15,538 06	Total fixed capital — net.....	\$18,837 95		\$3,299 89
255,000 00	Advances to associated companies.....	230,000 00		D 25,000 00
1,078 51	Prepayments.....	652 34		D 426 17
45 00	Suspense (Emmons avenue franchise).....	149 25		104 25
<u>\$3,166,265 89</u>	<u>Total.....</u>	<u>\$3,106,352 97</u>		<u>D \$59,912 92</u>

LIABILITIES SIDE

\$4,313 37	Taxes accrued.....	\$4,470 83		\$157 46
83,033 64	Due associated companies.....	5,401 85		D 77,631 79
1,821 96	Miscellaneous accounts payable.....	1,214 12		D 607 84
2,637,000 00	Certificates of indebtedness.....	2,637,000 00		
4,627 71	Insurance reserve.....	5,044 60		416 89
350,000 00	Capital stock.....	350,000 00		
85,469 21	Corporate surplus.....	103,221 57		17,752 36
<u>\$3,166,265 89</u>	<u>Total.....</u>	<u>\$3,106,352 97</u>		<u>D \$59,912 92</u>

Contingent Liability.—Disputed taxes, \$4,782.41; interest thereon, \$4,391.26; total, \$9,173.67.

¹ Includes amounts due from associated companies: June 30, 1915, \$2,875.50; June 30, 1916, \$1,539.54.

² All from Brooklyn Rapid Transit Co., except \$70.83 in 1916.

Coney Island and Gravesend Railway Company
Valuation of Property for Purposes of Taxation

	Gross value	Same less depreciation
Valuation as of June 30, 1915 filed by respondent:		
Real property in streets — tangible.....	\$181,631 13	\$102,209 93
Tangible personal property.....	3,071,713 40	3,071,713 40
Assessed valuation for 1916 taxes:		Borough of Brooklyn
Real property (tangible and intangible) in streets.....		\$139,840 00

DETAILS OF ASSETS AND LIABILITIES
"Fixed Capital, December 31, 1908"

	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Engineering and superintendence.....	\$290 02	.....	\$290 02
Right of way.....	462 00	.....	462 00
Track and roadway construction.....	46,882 29	.....	46,882 29
Electric line construction.....	1,799 69	\$570 00	1,229 69
Cars.....	160,125 00	.....	160,125 00
Total.....	\$209,559 00	\$570 00	\$208,989 00

Detail of Capital Withdrawn.— Trolley wire on Neptune avenue between Coney Island avenue and West 5th street, \$570.

Fixed Capital Installed since December 31, 1908

	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchises.....	Cr. ¹ \$167 90	.....	.....	.....
Patent rights.....	13 57	.....	.....	\$13 57
Other intangible street railway capital...	² 167 90	.....	.....	167 90
Right of way.....	.....	.....	.....	53 65
Grading.....	.....	.....	.....	243 76
Ties.....	.....	.....	.....	881 69
Rails, rail fastenings and joints.....	718 81	.....	.....	4,440 02
Special work.....	24 11	.....	.....	1,099 51
Track laying and surfacing.....	387 07	.....	.....	5,268 48
Paving.....	5,340 45	.....	.....	5,997 86
Roadway tools.....	.....	.....	.....	26 21
Poles and fixtures.....	24 83	.....	.....	474 38
Distribution system.....	⁴ Cr.12 81	.....	.....	4,091 93
Revenue cars.....	⁵ 1,287 89	.....	.....	3,832 63
Electric equipment of cars.....	⁵ Cr.779 50	.....	.....	.....
Total.....	\$7,004 42	.....	.....	\$26,591 59

Details of Expenditures for Improvements.— Installation of recut granite block pavement, pebble and cement joints on cinder concrete, in place of original 8-inch granite block pavement on sand, and installing tie rods in Surf avenue between West 20th street and West 36th street, \$3,386.81; installation of split and napped granite block pavement on gravel concrete base, with pebble and cement grouted joints, in place of original 8-inch granite on sand, etc. and installing tie rods in Surf avenue between West 8th street and West 20th street, \$2,896.99; installation of buffer shields on 25 surface passenger cars, \$510.06; minor projects, \$210.56; total, \$7,004.42.

¹ Represents a transfer.

² Represents an adjustment to correct entries made in prior years.

³ A transfer of \$779.50 from Electric equipment of cars to Revenue cars has been made by the company to correct entries made in prior years.

Coney Island and Gravesend Railway Company

Patent Rights Acquired during the Year.—Improved method of fastening hard center plates (Patent No. 1,164,043) acquired from R. P. Williams, March 9, 1916, for a term of 17 years. Carried at actual cost, \$13.57.

Miscellaneous Investments.—Free investments: Brooklyn Rapid Transit Company's 4½% participation certificates, insurance reserve fund, series Nos. 1 to 9, par value of amount held and amount at which carried on books, \$5,044.60; income added to principal during year, \$208.21. Bound investments: The Coney Island & Brooklyn Railroad Company's stock (pledged to secure certificate of indebtedness No. 1, \$2,637,000) par value of amount held, \$2,637,000; actual money cost to respondent and amount at which carried on books, \$2,637,128.42; income accrued during year, \$158,220; City of New York's 4½% corporate stock (deposited with State Industrial Commission, to secure liability under Workmen's Compensation Act), par value of amount held, \$5,000; actual money cost to respondent and amount at which carried on books, \$5,112.50; income accrued during year, \$212.51.

Advances to Associated Companies.^a—Brooklyn Rapid Transit Co.: Amount at beginning of year, \$255,000; advanced during year, \$25,000; reimbursed during year, \$50,000; amount at close of year, \$230,000; interest (rate 5%) accrued during year, \$11,656.25; interest received during year, \$11,979.17.

Prepayments.—Taxes (car license), \$110; insurance, \$538.92; interest on special franchise taxes, 1910, \$3.42; total, \$652.34.

Capital Stock.—Common: Authorized and actually issued, prior to year, 3,500 shares of a par value of \$100 each, \$350,000; cash realized, \$350,000; actually outstanding, \$350,000; dividends declared and paid, 5 per cent on \$350,000, \$17,500.

Bills and Accounts Owning to Associated Companies.—Loans on open accounts without interest: Transit Development Co., \$4,720.97; Brooklyn Rapid Transit Co., \$271.80; Brooklyn Heights Railroad Co., \$261.99; Nassau Electric Railroad Co., \$147.09; total, \$5,401.85. Interest-bearing obligations: Brooklyn Rapid Transit Co., certificate of indebtedness No. 1, dated January 15, 1914, for \$2,637,000; interest, 6 per cent, payable January 1st and July 1st; accrued during year, \$158,220; paid during year, \$237,330.

Taxes Accrued.—See schedule supporting Income Statement.

Reserves.—Accrued Amortization of Capital: Balance, at beginning of year, \$13,608.11; credited to reserve and charged to operating expenses, \$3,134.53; balance, at close of year, \$16,742.64.

Insurance Reserve: Balance, at beginning of year, \$4,627.71; credited to reserve, additions during the year from participation certificates of Brooklyn Rapid Transit Co. insurance reserve fund, \$416.89; balance, at close of year, \$5,044.60.

INCOME STATEMENT

[The excerpts from the various operating agreements of the companies in the Brooklyn Rapid Transit system on pp. 547ff. should be consulted for a clearer understanding of the operating data given in this abstract.]

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue.....	\$68,466 36	\$1,442 98
Other street railway operating revenue.....	1,695 99	D 1,151 44
Total operating revenue.....	<u>\$70,162 35</u>	<u>\$291 54</u>
Operating expenses:		
Maintenance of way and structures.....	\$8,729 46	\$183 98
Maintenance of equipment.....	6,846 64	144 31
Power purchased.....	6,345 26	D 273 01
Operation of cars.....	20,267 37	D 1,184 25
Injuries to persons and property.....	8,306 04	133 20
Traffic expenses.....	.....	D 10
General expenses.....	3,651 91	D 1,100 59
Total operating expenses.....	<u>\$49,146 68</u>	<u>D \$2,096 46</u>
Taxes accrued.....	5,991 66	D 84 11
Total revenue deductions.....	<u>\$55,138 34</u>	<u>\$2,180 57</u>

^a There was also included under Accounts receivable, the following accounts due from associated companies: The Brooklyn Heights R. R. Co., \$1,361.93; South Brooklyn Ry. Co., \$153.36; New York Consolidated R. R. Co., \$24.25; total, \$1,539.54.

Coney Island and Gravesend Railway Company

INCOME STATEMENT — *Concluded*

	Net amount for year	Increase or (D) decrease
Operating income.....	\$15,024 01	\$2,472 11
Non-operating income: Rent from lease of 25 surface passenger cars to The Brooklyn Heights R. R. Co., \$16,341.72; interest on New York City corporate stock, \$212.51; on advances to associated companies, \$11,656.25; on bank deposits, \$671.40; dividends on Coney Island & Brooklyn R. R. Co. stock, \$158,220.....	187,101 88	D 38,080 56
Gross income applicable to corporate and leased properties.....	\$202,125 89	D \$35,608 45
Deductions from gross income:		
Interest deductions: On certificates of indebtedness, \$158,220; other, \$209.61.....	\$158,429 61	\$209 61
Rent deductions: Track and terminal privileges, \$2,500; rent for lease of other road and equipment, \$2,665; miscellaneous rent deductions, \$7.89.....	5,172 89	D 85 71
Total income deductions.....	\$163,602 50	\$123 90
Net corporate income.....	\$38,523 39	D \$35,732 35

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$85,469 21
Balance for year, transferred from income.....	38,523 39
Total.....	\$123,992 60
Dividends declared (5% on \$350,000).....	\$17,500 00
Loss on trolley wires removed from Neptune avenue.....	104 74
Reserve for special franchise taxes, 1910-11.....	2,328 72
Interest on special franchise taxes, 1910-12.....	837 57
Total deductions.....	20,771 03
Surplus, June 30, 1916.....	\$103,221 57

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges: Broadway Subway and Home Boroughs Advertising Co., Inc., \$304.14.

Rent of lands and buildings: Edison Electric Illuminating Co., attachments, \$21.38; N. Y. Telephone Co., \$0.38.

Rent of tracks and terminals: South Brooklyn Railway Co., freight trackage, \$1,370.09.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of August 3, 1914, this company filed with the Commission amended rules of depreciation which provide the equivalent of 12.75 per cent of gross earnings [transportation revenue] for maintenance of way and structures and the equivalent of 10 per cent for maintenance of equipment. Under the above rules, \$1,504.09 was debited to depreciation of way and structures and \$1,714.24 to depreciation of equipment.

Coney Island and Gravesend Railway Company

Power Bought.— From Transit Development Co., 738,008 kw. hra. (calculated on monthly car-mileage); average price per kw. hr. 0.8598 cents; total price debited to expense, \$6,345.26.

Joint Facilities.— Transit Development Company's charge to respondent for depot facilities etc., \$2,500, charged to rents; proportion credited to respondent's operating expenses, \$9.82.

Rents Payable, Charged to Operating Expenses.— Office rent, 85 Clinton street, Brooklyn, payable to Brooklyn Heights Railroad Company, \$500.

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Special franchise.....	\$2,788 67	\$2,588 89	\$4,382 27	\$6,055 62
Car license.....	120 00	120 00	120 00	.....
State franchise tax on dividends.....	105 00	105 00	105 00	.....
State franchise tax on gross earnings.....	2,572 64	2,572 65	2,950 53	.....
Federal income.....	605 12	605 12	605 12	.....
Total.....	\$6,191 43	\$5,991 66	\$8,162 92	\$6,055 62

Miscellaneous Rent Deductions.— Track and terminal privileges: Transit Development Co., depot and shop facilities, \$2,500.

Rents accrued for lease of other road and equipment: The Brooklyn Heights Railroad Co. four closed surface cars, \$900; paid, \$975. Nassau Electric Railroad Co., ten open surface cars \$1,765; paid, \$1,912.08.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically operated surface line, overhead trolley contact

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	All running track	Increase or (D) decrease during year
<i>Road owned by respondent</i>					
Emmons avenue, Ocean avenue to Coney Island avenue.....	.614	.614	.....	1.228	.....
Neptune avenue, Coney Island avenue to West 5th street.....	.637	.637	.....	1.274	.....
Neptune avenue, West 5th street to West 6th street.....	.162	.162	.....	.324	.....
Neptune avenue, West 6th street to West 8th street.....	.093	.093	.....	.186	.....
Nostrand avenue, old town line to Avenue U... ..	.700	.....	.....	.700	.....
Surf avenue, P. P. and C. I. R. R. to West 35th street.....	1.368	1.306	.348	3.022	.....
West 6th street, Neptune avenue to Neptune avenue.....	.068	.068	.....	.136	.....
West 8th street, Neptune avenue to Surf avenue.....	.308	.308	.....	.616	.....
Total owned, maintained and operated.....	3.950	3.188	.348	7.486	.....
<i>Road occupied under trackage rights from associated companies</i>					
Brighton Beach, from Emmons avenue to Brighton Beach terminal, from New York Consolidated Railroad Company ^a.....	.473	.473	.....	.946	.....

⁷ Includes \$1,796.07, compromised settlement of 1911 and 1912 taxes.

^a Consists of taxes for 1902-4, in dispute and not on books, \$4,782.41; for 1910, \$1,273.21; amount included in tax liability account on basis of compromised settlement, exclusive of accrued interest, \$4,903.11.

^b Not operated.

Coney Island and Gravesend Railway Company
Details of Track, Roadway and Electric Line Construction

Items	Added during year	Removed during year	At close of year
Ballast — miles of track laid on cinder.....	.....	.....	7.49
Ties — number of wood ties, untreated.....	.....	.....	16,180
(Miles of track laid on ties.....)	.....	.....	7.49
Rail miles of track):			
9-inch, 90-lb. girder rail.....	.....	.....	6.52
9-inch, 94-lb. girder rail.....	.....	.....	.70
7-inch, 105-lb. girder rail.....	.....	.....	.27
Rail joints (miles of track):			
Bolted plates.....	.....	.....	5.74
Electric weld.....	.....	.....	1.48
Continuous.....	.....	.....	.27
Paving (miles of track):			
Granite block on sand.....	.....	1.55	3.67
Asphalt.....	.....	.....	1.22
Granite block on concrete.....	1.55	.....	1.89
Poles (number):			
Wood, untreated.....	.....	.....	3
Steel.....	7	6	424
Overhead construction (miles of line):			
Span wire.....	.010	.....	8.020
Side bracket.....	.....	.....	127
Long trough.....	.....	.....	.035
Trolley wire (miles):			
1/0 copper.....	.....	.040	4.630
2/0 copper.....	.....	.190	.913
1/0 phono.....	.....	.....	.116
2/0 phono.....	.....	.....	1.339
2/0 high strength.....	.422	.....	.632
Distribution cables overhead (voltage 600) (miles):			
4/0 weatherproof.....	.....	.....	1.789
500,000 C. M. weatherproof.....	.....	.....	7.236

Track Structures.— Two overhead railroad crossings, aggregate length, 180 feet; one trestle 100 feet long.

Cars.— Cars are provided by other companies in the system as needed.

Miscellaneous.— Miles of telegraph line, 0.25; miles of wire, 0.50. Transfer points to own cars, 1; to cars of associated companies, 4.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 1,394,490 passenger fares; whereof 5-cent, 1,331,583; 3-cent, 62,907. Transfers collected, 309,977; employees and others carried free, 13,235. **Car Miles.**— Passenger, active, 224,134; passenger, idle, 1,373; total, 225,507. **Car-Seat-Miles.**— 9,300,039. **Car Hours.**— Passenger, (active and idle), 28,749. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— Persons injured, 48 (serious injuries, 3; minor, 45). Total amount paid during the year for injuries and damages caused by accidents occurring during the year, \$692.71; for accidents occurring in prior years, \$1,125. (For details of accidents, see Tables X and XI.)

Employees and Wages.— Inasmuch as some of the employees of this company are also in the service of other companies and their enumeration by each employing company in its report would necessarily show duplications, a combined statement for the companies of the Brooklyn Rapid Transit system is given in Table XII.

Officers.— President, H. C. Du Val; Vice-President, C. D. Meneely; Secretary, J. H. Bennington; Assistant Secretary, Chas. W. Brown; Acting Assistant Secretary, H. R. Potts; Treasurer, C. D. Meneely; Assistant Treasurer, W. J. O'Neill; Comptroller and Auditor, Howard Abel; General Counsel, G. D. Yeomans; Claim Agent, I. Isaacsen; Purchasing Agent, Lincoln Van Cott.

Directors.— T. S. Williams, C. D. Meneely, J. F. Calderwood, J. H. Hallock, H. C. DuVal, N. F. Brady, F. S. Flower, W. S. Benedict, G. D. Yeomans.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely; Vice-President and Treasurer, September 29, 1916.

DE KALB AVENUE AND NORTH BEACH RAILROAD COMPANY**LESSOR**

History.— Incorporated June 24, 1897 [under the Railroad Law of 1890; corporate life, 100 years. Transportation service was begun on August 27, 1901.¹ On June 30, 1899 all of the respondent's outstanding capital stock, was acquired by The Brooklyn City & Newtown Railroad Company, which, in turn, was merged with the Coney Island & Brooklyn Railroad Company through certificate of surrender of capital stock, dated March 21, 1910].²

Stockholders and Members.— On June 30, 1916, the total voting power was 100, each holder of \$100 par value of stock having one vote. At the last general meeting, held April 10, 1916, C. D. Meneely and S. W. Huff as authorized proxies, cast 100 votes in behalf of the Coney Island & Brooklyn Railroad Company.

Important Changes during the Year.— None. No additional rights or franchises were acquired.

Balance Sheet as of June 30, 1916.— Assets side: Cash, \$516.50 (increase, \$14.43); "Fixed Capital, December 31, 1908," \$30,114.93; total, \$30,631.43. Liabilities side: Due Coney Island & Brooklyn Railroad Co. for construction advances, \$20,614.93; capital stock, \$10,000; corporate surplus, \$16.50 (increase, \$14.43); total, \$30,631.43.

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— (For details, see abstract of the Coney Island & Brooklyn Railroad Co.)

Capital Stock.— Common, authorized by public authority and by company, \$50,000³; actually issued, prior to year, \$10,000; cash received, \$10,000; actually outstanding, \$10,000. No dividends declared or paid during year.

Income Statement.— Net corporate income (interest revenues), \$14.43; surplus, June 30, 1915, \$2.07; surplus, June 30, 1916, \$16.50.

Description of Road Owned.— Double track street car line, overhead electric contact, on Stanhope street, from Covert avenue to Metropolitan avenue, Brooklyn; length of road, 0.44 of a mile; length of second track, 0.44 of a mile; total length of track 0.88 of a mile.

All of the respondent's road is now in the possession of, and is operated by, the Coney Island & Brooklyn Railroad Company. Date when right of possession will accrue to respondent December 1, 1896. No rental is received by the respondent.

Officers.— President, S. W. Huff; Vice-President and Treasurer, C. D. Meneely; Secretary, J. H. Bennington; Assistant Treasurer, W. J. O'Neill; Auditor and Comptroller, Howard Abel; General Counsel, G. D. Yeomans.

Directors.— S. W. Huff, C. D. Meneely, G. D. Yeomans, W. S. Menden, A. M. Williams, H. A. Bullock, J. H. Bennington, W. J. O'Neill, T. S. Williams.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Vice-President and Treasurer, September 29, 1916.

THE DRY DOCK, EAST BROADWAY AND BATTERY RAILROAD COMPANY**(OPERATED BY RECEIVER)**

History.— Incorporated December 8, 1863, under the General Railroad Law of 1850. [By chapter 512 of the Laws of 1860 the Legislature granted a franchise to John E. Devlin and others, who incorporated this company to take over the franchise and property.⁴ Operation commenced June 10, 1864.⁵ Pursuant to an order of the United States Circuit Court for the Southern District of New York, dated February 1, 1908, Frederick W. Whitridge was appointed receiver, and on June 30, 1916 was still in possession of the property.

Under date of January 1, 1912, Third Avenue Railway Company, as a part of its plan of reorganization, acquired control of respondent through obtaining \$1,198,000 par value of stock, of which \$1,197,100 is pledged with the Central Trust Company of New York, as trustee under the Third Avenue Railway Company's first refunding mortgage.

¹ [This is the date given in correspondence in reference to the 1901 report; the date shown in the 1916 report is "about" March 1, 1899.]

² [See Documentary History of Railroad Companies, P. S. C. 1913 annual report, Vol. V, pp 352-3 and also p. 142.]

³ [The amount of stock originally authorized by articles of incorporation was \$200,000; on April 18, 1900, the Railroad Commission issued an order approving the reduction to \$50,000. From Documentary History, P. S. C. 1913 annual report, Vol. V, p. 353.]

⁴ [See Documentary History, in Annual Report, 1913, Vol. V, pp. 364-371, and chart No. 2.]

⁵ [From the first report of the company to the State Engineer and Surveyor for the year ended September 30, 1865.]

The Dry Dock, East Broadway and Battery Railroad Company

Stockholders and Members.— Total voting power of all members of the company, 12,000, each holder of \$100 par value of capital stock having one vote. Total number of stockholders unknown.² At the last general meeting, January 11, 1916, E. A. Maher cast 11,979 votes, 11,971 as proxy in behalf of corporate members, 7 in behalf of individual members, and 1 in behalf of himself.

Important Changes during the Year.— A connecting curve was installed at Canal and Vestry streets, by the New York Railways Co., making an increase of .070 miles of sidings and turnouts, not operated by respondent. No new powers or franchises were acquired.

BALANCE SHEET — CORPORATION ⁴

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$350 00	Coupon special deposits.....	\$350 00	.....
5,032,977 40	" Fixed Capital, December 31, 1908 ".....	⁵ 5,032,977 40	.....
219,062 20	Corporate deficit.....	219,062 20	.....
<u>\$5,252,389 60</u>	Total.....	<u>\$5,252,389 60</u>	.....
LIABILITIES SIDE			
\$66,546 24	Working advances due associated companies...	\$66,846 24	\$300 00
28,166 12	Interest accrued on funded debt.....	28,166 12	.....
533 50	Tort and contract claims approved by special master.....	233 50	D 300 00
2,050,000 00	Funded debt.....	2,050,000 00	.....
1,822,963 70	Construction advances due associated companies	1,822,963 70	.....
1,200,000 00	Common stock.....	1,200,000 00	.....
84,180 04	Receiver, Dry Dock, East Broadway and Battery R. R. Co. ⁶	84,180 04	.....
<u>\$5,252,389 60</u>	Total.....	<u>\$5,252,389 60</u>	.....

BALANCE SHEET — RECEIVER ⁷

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$8,020 70	Cash.....	\$7,064 93	D \$955 77
27,746 49	Special deposits.....	24,178 72	D 3,567 77
15,138 26	Accounts receivable.....	1,420 05	D 13,718 21
70 84	Interest and dividends receivable.....	70 86	02
6,000 00	Bound investments ⁸	6,000 00	.....
	Fixed capital installed since 1908:		
2,110 41	Street railway land.....	2,110 41	.....
3,171 65	Intangible street railway capital.....	3,171 65	.....
424,338 52	Tangible street railway capital.....	422,837 31	D 1,501 21
429,620 58	Total fixed capital — gross ⁹	428,119 37	D 1,501 21
94,500 00	Less accrued amortisation.....	108,000 00	13,500 00
335,120 58	Total fixed capital — net ⁹	320,119 37	D 15,001 21

²[So reported since 1913. The 1913 report gave the number of stockholders as 11.]
⁴[As it stood on the books February 2, 1908. All subsequent changes are reported by the receiver, except as given in footnote.]
⁵An appraisal made by the Public Service Commission, as of August 1, 1915, evaluated the tangible property of the company as follows (testimony in case No. 1715):

Item	Net cost	Cost to reproduce	Present value
Real estate.....	\$604,500	\$604,500	\$604,500
Buildings.....	666,862	806,568	423,542
Track.....	1,226,156	1,429,263	1,071,404
Distribution system.....	209,169	253,094	128,562
Rolling stock.....	177,623	186,505	155,061
Total.....	<u>\$2,884,310</u>	<u>\$3,279,870</u>	<u>\$2,383,069</u>

⁶Represents amount expended by receiver on account of claims, taxes, expenses, etc., pertaining to period prior to receivership.
⁷[The receiver did not take on his books the accounts of fixed capital and funded debt, nor any of the accounts on the books of the company at the beginning of the receivership. No interest or other accruals have been reflected on the books of the company, all operations of the road being reported by the receiver.]
⁸New York City 4½ per cent corporate stock: On deposit with State Industrial Commission, par value \$5,000; interest accrued, \$212.52; on deposit with City of New York, under Canal street franchise, \$1,000; interest accrued, \$42.50.

The Dry Dock, East Broadway and Battery Railroad Company
BALANCE SHEET — RECEIVER — *Concluded*

June 30, 1915	ASSETS SIDE — <i>Concluded</i>	June 30, 1916	Increase or (D) decrease
\$14,972 06	Construction in process.....	* \$15,089 54	\$117 48
11,538 33	Advances to associated companies.....	22,426 43	10,888 10
18,771 16	Prepayments.....	19,790 23	1,019 07
84,180 04	Dry Dock, East Broadway and Battery R. R. Co. ¹⁸	84,180 04	.....
119,024 02	Deficit.....	175,235 56	56,211 54
<u>\$640,582 48</u>	<u>Total.....</u>	<u>\$675,575 73</u>	<u>\$34,993 25</u>
LIABILITIES SIDE			
\$37,034 91	Taxes accrued.....	\$41,183 19	\$4,148 28
494,050 00	Receiver's certificates.....	484,366 67	D 9,683 33
93,114 93	Working advances due associated companies...	132,602 04	39,487 11
8,368 40	Miscellaneous accounts payable.....	8,424 20	55 80
5,608 33	Interest accrued on funded debt.....	5,783 33	175 00
1,814 82	Due for wages and salaries.....	2,667 02	852 20
491 09	Other unfunded debt.....	449 28	D 41 81
100 00	Suspense.....	100 00	.....
<u>\$640,582 48</u>	<u>Total.....</u>	<u>\$675,575 73</u>	<u>\$34,993 25</u>

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:—	Gross value	Same less depreciation
Real property outside streets and public places.....	\$1,218,873	\$847,263
Real property in streets — tangible.....	1,232,100	798,949
Tangible personal property.....	196,215	159,296
Assessed valuation for 1916 taxes:—		Manhattan Borough
Real property outside streets and public places.....		\$842,000
Real property (tangible and intangible) in streets.....		837,000
Tangible personal property.....		5,000

DETAILS OF ASSETS AND DEBIT BALANCES
"Fixed Capital, December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Engineering and superintendence.....	\$34,235 21	.....	\$34,235 21
Right of way.....	1,567,762 20	.....	1,567,762 20
Real estate, buildings and fixtures used in opera- tion of road.....	1,259,407 93	.....	1,259,407 93
Track and roadway construction.....	1,289,097 39	.....	1,289,097 39
Electric line construction.....	390,325 55	.....	390,325 55
Shop tools and machinery.....	27,951 89	.....	27,951 89
Cars.....	192,000 05	.....	192,000 05
Miscellaneous equipment.....	182,148 06	.....	182,148 06
Organization.....	5,133 08	.....	5,133 08
Interest and discount.....	8,192 78	.....	8,192 78
Miscellaneous.....	76,723 26	.....	76,723 26
Total.....	<u>\$5,032,977 40</u>	<u>.....</u>	<u>\$5,032,977 40</u>

* Installation of crossing, Bowery and Canal street, \$7,531.70; replacing tracks on Canal street from Bowery to bridge approach, \$7,557.84; total, \$15,089.54.
¹⁸ This represents liabilities of the company accrued prior to February 3, 1908, which were paid by the receiver, less cash and other assets of the company acquired by the receiver.

The Dry Dock, East Broadway and Battery Railroad Company

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchises.....	\$100 00
Other intangible street railway capital.....	3,071 65
Right of way.....	2,110 41
Grading.....	6,968 97
Ties.....	240 09
Rails, rail fastenings, and joints.....	7,437 81
Special work.....	8,077 36
Underground construction.....	15,713 54
Track laying and surfacing.....	13,865 02
Paving.....	4,391 61
Underground conduits.....	507 82
Distribution system.....	" \$1,501 21	9,968 31
Shops and car-houses.....	168,882 78
Sub-station equipment.....	20,825 11
Revenue cars.....	72,901 12
Electric equipment of cars.....	88,055 09
Other rail equipment.....	4,612 41
Engineering and superintendence.....	328 37
Miscellaneous construction expenditures.....	62 40
Total.....	\$1,501 21	\$428,119 37

Special Deposits.— Coupon special deposits: Receiver's books, \$1,825; company's books, \$350. For interest and taxes, receiver's books, \$22,353.72.

Advances to Associated Companies.— Belt Line Ry. Corporation, \$133.98; Pelham Park and City Island Ry. Co., Inc., \$8,784; Mid-Crosstown Ry. Co., Inc., \$13,508.45; total, \$22,426.43.

Prepayments.— Taxes, \$14,908.51; insurance, \$4,858.97; rents, \$22.75; total, \$19,790.23.

DETAILS OF LIABILITIES AND CREDIT BALANCES

Securities

Particulars of Stock and Funded Debt	Common stock	General mortgage bonds	Certificates of indebtedness
Nominal date of issue.....	.....	Dec. 1, 1892	Feb. 1, 1884
Date of maturity.....	.....	Dec. 1, 1932	Feb. 1, 1914
Interest, rate and dates.....	.....	5%, June, Dec.	5%, Feb., Aug.
Denominations.....	1 share = \$100	\$1,000 00	\$500 00
Authorized by company.....	\$1,200,000 00	1,000,000 00	1,200,000 00
By public authority.....	1,200,000 00	1,000,000 00	1,200,000 00
Actually issued, prior to year.....	1,200,000 00	950,000 00	1,100,000 00
Cash realized.....	11,925 24	950,000 00	.....
Property consideration.....	" 1,188,074 76	.....	" 1,100,000 00
Actually outstanding.....	1,200,000 00	950,000 00	1,100,000 00
Interest accrued and dividends declared.....	.....	47,500 00	.....
Interest charged to income.....	.....	47,500 00	.....
Interest and dividends paid.....	.....	47,325 00	.....
Interest and dividends not due.....	.....	" 3,958 33	.....
Interest and dividends matured and unpaid..	.....	" 29,675 00	" 316 12
Market price: Highest, lowest, last sale.....	.....	H., 101; L., 96½	H., 25; L., 10
Trustees under mortgage.....	.....	Farmer's Loan and Trust Co.	.....

" Electrification of surface tracks on Canal street from Bowery to Center street, including special work at Bowery and Canal street and Canal and Walker streets, \$64.96; cable withdrawn from service on Bowery from Canal street to Grand street and on Grand street from Bowery to Forsythe street, \$1,436.25; total credits, \$1,501.21.

" [" Issued February 1, 1884, to stockholders representing the surplus earnings undivided." From explanation respecting company's report for 1884, accompanying letter of E. T. Landon, Auditor, dated November 15, 1884.]

" " Issued on account of construction."

" Receiver's books.

" Company's books, \$27,850; receiver's books, \$1,825.

" Company's books.

The Dry Dock, East Broadway and Battery Railroad Company

Bills and Accounts Owing to Associated Companies.—Receiver's books, balances of current accounts for labor, material and power: Third Avenue Ry. Co., \$132,389.98; Forty-second Street, Manhattanville and St. Nicholas Avenue R. R. Co., \$36.31; Union Ry. Co. of N. Y. City, \$175.75; total, \$132,602.04. Company's books: Third Avenue Ry. Co., balance of current account, \$66,846.24; Third Avenue Ry. Co., construction advance, 4 per cent demand note, dated April 30, 1907, \$1,822,963.70; interest accrued, none.

Receiver's Certificates.—Total amount outstanding, issued prior to year, \$480,000; interest accrued during year (6 per cent on \$350,000 and 4 per cent on \$130,000), \$26,200; paid during year, \$38,883.33; matured and unpaid, \$14,366.67.

Taxes Accrued (Receiver).—See schedule supporting Income Statement.

Reserves (Receiver).—Accrued amortization of capital, for depreciation, renewals and contingencies¹⁸: Balance, June 30, 1915, \$94,500; charged to income during year, six months at \$2,250 per month, \$13,500; balance, June 30, 1916, \$108,000.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Transportation revenue.....	\$403,870 86	\$1,542 64
Other operating revenue.....	90,212 52	D 7 77
Total operating revenue.....	<u>\$494,083 38</u>	<u>\$1,534 87</u>
Operating expenses:		
Maintenance of way and structures.....	\$50,187 41	\$7,673 31
Maintenance of equipment.....	29,677 30	D 3,090 76
Depreciation ¹⁹	13,500 00	D 13,500 00
Power.....	68,993 04	D 2,503 38
Operation of cars.....	151,488 08	D 8,948 14
Injuries to persons and property.....	47,734 22	8,819 09
Other general expenses.....	26,739 28	1,374 96
Total operating expenses.....	<u>\$388,319 33</u>	<u>D \$10,174 92</u>
Taxes accrued.....	37,002 36	1,724 61
Total revenue deductions.....	<u>\$425,321 69</u>	<u>D \$8,450 31</u>
Operating income.....	\$68,761 69	\$9,985 18
Non-operating income: Interest on bank balances, \$366.04; on N. Y. City corporate stock, \$255.02; on deposits with Third Avenue Ry. Co., to pay interest and taxes, \$1,098.82.....	1,719 88	D 55 68
Gross income applicable to corporate and leased properties.....	<u>\$70,481 57</u>	<u>\$9,929 53</u>
Deductions from gross income:		
Interest on funded debt ²⁰	\$47,500 00	.....
Other interest deductions (on receiver's certificates).....	26,200 00	.....
Rent deductions: Track and terminal privileges, \$17,264.64; hire of equipment, \$32,194; miscellaneous, \$1,605.58....	51,064 22	D \$4,638 76
Total income deductions.....	<u>\$124,764 22</u>	<u>D \$4,638 76</u>
Net corporate loss.....	<u>\$54,282 65</u>	<u>\$14,568 29</u>

DEFICIT ACCOUNT (RECEIVER)

	Amount
Deficit, June 30, 1915.....	\$119,024 02
Brooklyn & North River R. R. Co. bills for prior period for rental and maintenance of track — not accepted by them.....	1,389 06
Receiver, Central Park, North & East River R. R. Co. for claim covering proportionate cost of repairs to tracks on Avenue D, 14th street to 23d street during August, 1912, paid by Third Avenue Ry. Co.....	576 20

¹⁸ [Reserve established January 1, 1912.]

¹⁹ [So reported by company. See details under Depreciation.]

²⁰ Represents interest on general mortgage bonds of the corporation, \$950,000; interest on \$1,000,000 certificates of indebtedness of corporation has not been charged to income.

The Dry Dock, East Broadway and Battery Railroad Company	
DEFICIT ACCOUNT (RECEIVER)— <i>Concluded</i>	
	Amount
Cost of cable withdrawn from service.....	\$138 37
Loss for year, transferred from income.....	54,282 65
	<hr/>
Total debits.....	\$175,410 29
Less credit for sale of cable, charged above.....	174 73
	<hr/>
Deficit, June 30, 1916.....	\$175,235 56
	<hr/> <hr/>

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Rent of land and buildings: New York Railways Co.; for portion of car barn at Corlears and Monroe streets, \$16,062.41; portion of car barn at Avenue B and 14th street, \$40,000.01; rent of ducts, \$55.91; total, \$56,118.33.

Rent of tracks and terminals: New York Railways Co., tracks on Essex, First and Delancey streets, \$12,500; Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., tracks on East 34th street, First avenue to East river, \$50; Brooklyn and North River R. R. Co., tracks on Canal street, and elsewhere, \$6,290.19; total, \$18,840.19.

Rent of equipment: Mid-Crosstown Ry. Co. Inc., cars at \$1.50 per car per day, \$6,771; Pelham Park and City Island Ry. Co. Inc., cars at \$1.50 per car per day, \$4,608; total, \$11,379.

Advertising privileges: Proportion of contract made by Third Avenue Ry. Co. with New York City Car Advertising Co., \$3,875.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies, provides that operating expenses shall include under the head of maintenance, the estimated amount of capital consumed, which is defined as " the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued " during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, " Depreciation of Way and Structures " and " Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account " Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of June 29, 1909, the receiver of the Third Avenue Railroad Co. filed a rule which provided that a lump sum of \$300,000 per annum will be charged for depreciation by the four companies (Third Avenue, Dry Dock, Forty-second Street and Union), making up the principal lines of the Third Avenue system, without itemization. In 1916 this company charged to an account called " Depreciation," \$13,500 at the rate of \$2,250 per month, for the six months ending December 31, 1915, making no division between " Depreciation of Way and Structures " and " Depreciation of Equipment." ^a

Power Bought.— From Third Avenue Ry. Co., 629,580 kw. hrs. A. C., at 1 cent, \$6,295.80; 3,906,583 kw. hrs. D. C., at 1.2 cents, \$46,878.98; total, \$53,174.78.

Joint Facilities.— Joint way and structures: New York Railways Co., maintenance of special work and paving at intersections, \$1,412.58; maintenance of north pair of tracks on Williamsburg bridge, \$5,587.98; total, \$7,000.56, charged to expenses.

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land.....	\$12,242 64	\$11,759 15	\$12,242 64	.....
Improvements on land.....	4,761 02	4,573 00	4,761 02	.....
Special franchise.....	11,322 06	9,898 81	9,691 71	\$29,760 67
Personal property.....	102 00	97 75	102 00	.....
Gross earnings, city.....	175 14	1,179 91	175 14	.....
Net earnings, city.....	1,102 73		1,102 73	.....
Car license.....	4,650 00	4,650 00	4,650 00	.....
Gross earnings, state.....	4,835 28	4,843 74	4,835 28	.....
	<hr/>	<hr/>	<hr/>	<hr/>
Total.....	\$39,190 87	\$37,002 36	\$37,560 52	\$29,760 67
	<hr/> <hr/>	<hr/> <hr/>	<hr/> <hr/>	<hr/> <hr/>

^a [In Table XIV this company's charges are entered under Depreciation of equipment.]

^b Special franchise taxes for the years 1911-14, inclusive. The assessments on which these taxes are based are in dispute.

The Dry Dock, East Broadway and Battery Railroad Company

Miscellaneous Rent Deductions.—Track and terminal privileges: New York Railways Co., tracks on 14th street, First avenue to Avenue A, \$300; north track on Delancey street, Clinton street to Essex street, \$6,000; south track on Canal street, Church street to Broadway, \$525; tolls for crossing Williamsburg bridge, \$6,377.05; tracks on Williamsburg bridge, \$1,212.50; Third Avenue Ry. Co., tracks on Park Row, postoffice to James street, \$2,850; total, \$17,264.64.

Hire of equipment: Third Avenue Ry. Co., rent of revenue cars, at \$2 per car per day, \$31,224; rent of service cars at \$1 per day, \$940; total, \$32,164. Union Railway Co., rent of service cars at \$1 per day, \$30.

Miscellaneous: Store yard at 4th and Tompkins streets, \$1,375; Department of Docks and Ferries, City of New York, rent of land for tracks at Desbrosses street ferry, \$159.27; New York Railways Co., rent of ducts, \$71.31; total, \$1,605.58.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

NAME OF STREET	Road	Second track	Other track	All running track	Increase or (D) decrease ²⁹
ELECTRICALLY OPERATED SURFACE LINES, UNDERGROUND CONTACT					
<i>Road owned by respondent under title in perpetuity</i>					
*Grand street, East river to Cannon street ²⁸ ..	.231	.206	.....	.437	.....
Grand street, Madison street to Cannon street.	.007	.007	.....	.014	.....
Grand street, Cannon street to Forsythe street.	.691	.691	.....	1.382	.....
Grand street, Forsythe street to Centre street..	.286	.054	.....	.340	.....
*Grand street, Forsythe street to Centre street ²⁸ .	.030	.262	.017	.309	.....
Grand street, Centre street to Sullivan street...	.418	.418	.012	.848	.....
*Sullivan street, Grand street to Vestry street ²⁸	.072	.072	.....	.144	.....
Vestry street, Sullivan street to Washington street.....	.197	.237	.....	.434	.....
*Canal street, connecting curve at Sullivan and Vestry streets ²⁸.....	.....	.....	.070	.070	.070
*Greenwich street, Vestry street to Desbrosses street ²⁸.....	.026	.....	.....	.026	.....
*Washington street, Vestry street to Desbrosses street ²⁸.....	.027	.....	.....	.027	.....
Desbrosses street, Greenwich street to North river.....	.130	.089	.024	.243	.....
Monroe street, Grand street to Corlears street..	.....	.....	.072	.072	.....
Clinton street, Grand street to Delancey street.	.146	.....	.....	.146	.....
Essex street, Grand street to Delancey street..	.150	.....	.....	.150	.....
*Park Row, Postoffice to James street ²⁹.....	.495	.495	.070	1.060	.....
Thirty-fourth street, East river to First avenue.	.065	.065	.024	.154	.....
Cortlandt street, Washington street to Greenwich street.....	.037	.....	.019	.056	.....
Cortlandt street, Washington street to West street.....	.052	.048	.024	.124	.....
Washington street, Fulton street to Cortlandt street.....	.081	.....	.....	.081	.....
*Washington street, Fulton street to Vestry street ²⁸.....	.729	.....	.....	.729	.....
Greenwich street, Cortlandt street to Dey street.	.049	.....	.....	.049	.....
*Greenwich street, Vestry street to Dey street ²⁸ .	.764	.....	.....	.764	.....
Total underground-contact lines.....	4.683	2.644	.332	7.659	.070

* Indicates joint ownership or operation. Detail footnotes are given for each item.

²⁸ Joint franchise with Forty-second Street and Grand Street Ferry and New York Railways Co.

²⁸ Joint franchise with New York Railways.

²⁸ Grand street, from Forsythe street to Bowery, joint franchise and joint operation with Second Avenue R. R. Co., Bowery to Centre street, joint franchise with New York and Harlem R. R. Co., joint operation with New York Railways Co.

²⁸ Joint franchise with Broadway and Seventh Avenue R. R. Co.

²⁸ Joint franchise with Ninth Avenue R. R. Co.; joint operation with New York Railways Co.

²⁹ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.

²⁸ Joint franchise and joint operation with Third Avenue Ry. Co.

²⁸ Owned by Third Avenue Ry. Co. and Second Avenue R. R. Co.

The Dry Dock, East Broadway and Battery Railroad Company

DESCRIPTION OF ROAD AND EQUIPMENT — Continued

MILES OF ROAD AND TRACK, JUNE 30, 1916

NAME OF STREET	Road	Second track	Other track	All running track	Increase or (D) decrease ²⁰
STORAGE BATTERY LINES					
<i>Road owned by respondent under title in perpetuity</i>					
First avenue, 14th street to 23d street.....	.445	.445	.....	.890	.....
*First avenue, 23d street to 34th street ²⁶.....	.545	.545	.023	1.113	.....
*Fourteenth street, First avenue to Avenue B ²⁷.....	.225	.225	.024	.474	.....
Fourteenth street, crossing Avenue A.....	.026	.026	.....	.052	.....
Avenue B, 14th street barn to 2d street.....	.603	.603	.138	1.344	.....
*Second street, Avenue B to Avenue A ²⁷.....	.115	.....	.....	.115	.....
Second street, connecting curves at Avenue A..	.017	.....	.....	.017	.....
*Avenue A, 2d street to Houston street ²⁸.....	.060	.....	.....	.060	.....
Essex street, Houston street to Delancey street..	.275	.....	.....	.275	.....
Essex street, Grand street to East Broadway..	.211	.....	.020	.231	.....
Clinton street, East Broadway to Grand street..	.135	.....	.....	.135	.....
Clinton street, Delancey street to 2d street....	.366	.....	.....	.366	.....
East Broadway, Grand street to Chatham square.....	.890	.890	.012	1.792	.....
Canal street, East Broadway to Bowery.....	.385	.385	.012	.782	.....
*Canal street, Bowery to Broadway ²⁹.....	.380	.380	.....	.760	.....
Lispenard street, Church street to West Broadway.....	.081	.....	.....	.081	.....
West Broadway, Lispenard street to Beach street.....	.027	.....	.....	.027	.....
Beach street, West Broadway to Greenwich street.....	.235	.....	.....	.235	.....
*Greenwich street, Beach street to North Moore street ³⁰.....	.029	.....	.....	.029	.....
North Moore street, Washington street to West Broadway.....	.296	.....	.014	.310	.....
West Broadway, North Moore street to Walker street.....	.028	.....	.....	.028	.....
Walker street, West Broadway to Centre street.....	.411	.....	.....	.411	.....
Vestry street, Greenwich street to Washington street.....	.051	.....	.....	.051	.....
*Grand street, East river to Monroe street ³¹.....	.....	.....	.035	.035	.....
Total, storage battery owned under title in perpetuity.....	5.836	3.499	.278	9.613	.....
<i>Road owned by respondent under limited term franchise</i>					
*Canal street, Broadway to Church street ³²....	.103	.....	.012	.115	.....
Church street, Canal street to Lispenard street.....	.047	.....	.....	.047	.....
Total storage battery under limited term franchise.....	.150	.....	.012	.162	.....
Total storage battery.....	5.986	3.499	.290	9.775	.....
Total underground-contact lines.....	4.683	2.644	.332	7.659	.070
Total storage battery lines.....	5.986	3.499	.290	9.775	.....

* Indicates joint ownership or operation. Detail footnotes are given for each item.

²⁷ Fourteenth street, First avenue to Avenue A, joint franchise with 42d Street and Grand Street ferry; joint operation, Belt Line and New York Railways; Avenue A to Avenue B, joint franchise and joint operation with Belt Line.²⁸ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.²⁶ First avenue, 34th street to 28th and 29th street, joint franchise with Belt Line Ry. Corporation, Mid-Crosstown Ry. Co., and Twenty-third Street R. R. Co.; joint operation with Belt Line Ry. Corporation and Mid-Crosstown Ry. Co. First avenue, 28th and 29th street to 24th street, joint franchise with Belt Line Ry. Corporation and Mid-Crosstown Ry. Co.; joint operation with Belt Line Ry. Corporation. First avenue, 24th street to 23d street, joint franchise and joint operation with Belt Line Ry. Corporation.²⁷ Joint franchise with Forty-second Street and Grand Street Ferry R. R. Co.; joint operation with New York Railways Co.²⁸ Joint franchise and joint operation with New York Railways Co.²⁹ Joint franchise with Bleecker Street and Fulton Ferry R. R. Co.; not operated by respondent.³⁰ Joint franchise with Ninth Avenue R. R. Co.; not operated by respondent.³¹ Joint franchise with New York Railways Co., and Forty-second Street and Grand Street Ferry R. R. Co.; not operated by respondent.

The Dry Dock, East Broadway and Battery Railroad Company

DESCRIPTION OF ROAD AND EQUIPMENT — *Concluded*

MILES OF ROAD AND TRACK, JUNE 30, 1916

NAME OF STREET	Road	Second track	Other track	Total running track	Increase or (D) decrease ²³
<i>Road occupied under trackage rights</i>					
Chatham square, James street to Division street ²².....	.116	.116	.....	.232	.....
Bowery, Division street to Grand street ²².....	.323	.323	.029	.675	.....
Corlears street, Grand street to car barn ²².....	.050	.....	.036	.086	.....
Delancey street, Essex street to Williamsburg bridge ²⁴.....	.144	.....	.....	.144	.....
Williamsburg bridge ²⁵	1.515	1.515	.....	3.030	.....
Total, trackage rights.....	2.148	1.954	.065	4.167	.....
Total operated.....	12.817	8.097	.687	21.601	.070
Whereof owned ²⁶	9.008	5.064	.555	14.627	.070
Whereof maintained.....	8.389	4.724	.496	13.609	.070
Whereof trackage rights and track maintained by others.....	4.428	3.373	.191	7.992	.....
Tracks in car houses, shops and yards, 2.701 miles					

Details of Track, Roadway and Electric Line Construction

Items	Added during year	Removed during year	At close of year ²⁶
Ballast:			
Miles of track laid on concrete construction.....	.....	.....	12.980
Ties:			
Number of wood ties, treated.....	.....	.....	4.358
Number of wood ties, untreated.....	.....	.....	13.960
Miles of track laid on ties.....	.....	.....	5.957
Rail ²⁴ (miles of track):			
9-inch girder, 122 lb.....	.....	.....	1.008
9-inch girder, 115 lb.....	.....	.....	.670
9-inch girder, 109 lb.....	.....	.....	3.882
9-inch girder, 107 lb.....	.....	.....	3.831
9-inch girder, 106 lb.....	.....	.....	1.308
7-inch girder, 110 lb.....	.....	.....	1.680
7-inch girder, 108 lb.....	.....	.....	.026
7-inch girder, 104 lb.....	.....	.....	.057
7-inch girder, 98 lb.....)	.....	.....	.518
Rail joints (miles of track):			
Bolted plates.....	.....	.495	8.550
Electric weld.....	.495	.....	.495
Thermit weld.....	.....	.....	3.935
Paving (miles of track):			
Wood block.....	.....	.....	3.189
Granite block.....	.....	.....	8.042
Asphalt.....	.....	.....	1.749
Underground conduit (duct miles):			
Tile.....	.....	.....	66.30
Cement lined.....	.....	.....	8.70
Distribution cables (miles, voltage 600):			
1,000,000 C. M.....	.....	.025	9.725
500,000 C. M.....	.....	.....	5.204

²² Owned by Third Avenue Ry. Co. and Second Avenue R. R. Co.²³ Owned by Belt Line Ry. Corporation.²⁴ Owned by New York Railways Co.²⁵ Owned by the City of New York.²⁶ Sundry renewals, 16.06 gross tons, costing, \$481.29, less salvage, \$82.27; charge to operating expenses, \$399.02.²⁷ Differences from 1915 report represent adjustment due to reclassification, also non-operated track shown as operated track in 1915.²⁸ Figures on this line are computed by the Bureau of Statistics of this Commission.

The Dry Dock, East Broadway and Battery Railroad Company

Cars.— Revenue cars: Closed passenger, motor, increase during year, 2; prepayment, 42 (leased from Third Avenue Ry. Co.); storage battery cars, owned, 30; total, 72. Service cars: Owned, sweepers, 3; leased, work cars, 3; sand cars, 2; sweepers, 2; total, 10; increase during year, 6. (For details, see Table II.)

Power Plant Equipment.— See Table III.

Miscellaneous.— Number of sub-stations, 1; car houses, 2; transfer points with associated companies, 7; with other companies, 11.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Five-cent fares, 8,074,973; 1½-cent fares, 3,733; total, 8,078,706; transfers 1,854,512; free, no record.

Car Miles.— Revenue, 1,494,205 (whereof passenger, active, 1,477,547; passenger, idle, 16,580; special, 78); non-revenue, 12,327. **Car-seat Miles.**— 52,014,655. **Car Hours.**— Passenger, active and idle, 226,522; special, 21; total, 226,543. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— Persons killed, 2; serious injuries, 10; minor injuries, 317; total, 329. Total amount paid during year for injuries and damages sustained within the year, \$12,692.95; for injuries and damages sustained in prior years, \$17,022.43. (For details of accidents, see Tables X and XI.)

Employees and Wages.— Statistics of this company have been consolidated with those of all other companies in the Third Avenue Railway System and a combined statement given in Table XII.

Officers.— Receiver and President, F. W. Whitridge; Vice-President and General Manager, E. A. Maher; Secretary, S. E. Martin; Treasurer, A. D. Sage; Assistant Secretary and Assistant Treasurer, J. F. Feely; Auditor, Reune Martin; General Counsel, Evarts, Choate and Sherman; Assistant General Manager, E. A. Maher, Jr.

Directors.— F. W. Whitridge, H. Bronner, G. W. Davison, A. Iselin, Jr., E. A. Maher, W. E. Roosevelt, J. H. Seaman, E. W. Burghard, A. W. Schelle.

Main Business Office.— 2396 Third avenue, New York City.

Report verified by Edward A. Maher, General Manager for receiver, September 29, 1916.

EAST RIVER TERMINAL RAILROAD*

STEAM RAILROAD

History.— [Organized October 7, 1907, and incorporated November 19, 1907¹ (as a steam railroad) pursuant to chapter 565 of the laws of 1890, commonly called the railroad law and acts supplementary thereto. Operation commenced July 20, 1909.] On June 1, 1916, the order of the Public Service Commission for the First District, made May 18, 1916, became effective, whereby the Brooklyn Eastern District Terminal (incorporated Nov. 4, 1915, as a freight terminal company) was authorized to merge the respondent.

Stockholders and Members.— Total voting power of all members of the company, 100, each holder of \$100 par value of stock having one vote; total number of stockholders, 6, of whom 4 holding 80 shares reside in New York. The following are the stockholders: H. O. Havemeyer, 10 shares; Horace Havemeyer, 10 shares; T. A. Havemeyer, 10 shares; C. H. Jackson, 5 shares; W. B. Duncan, Jr., 5 shares; Havemeyers & Elder, Inc., 60 shares. Total votes cast at last general meeting, November 24, 1915, 100.

Important Changes during the Year.— Respondent was merged into the Brooklyn Eastern District Terminal on June 1, 1916. Thomas Kilpatrick was changed from the position of Mechanical Superintendent to General Superintendent on Feb. 1, 1916, succeeding P. F. Shanley, and Chas. Ferris was appointed Mechanical Superintendent on April 1, 1916.

* See also abstract of Brooklyn Eastern District Terminal, page 508.

¹ From documents on file with the Public Service Commission.

East River Terminal Railroad

BALANCE SHEET

June 30, 1915	ASSETS SIDE	May 31, 1916 ¹	Increase or (D) decrease
\$23,391 62	Investment in road and equipment.....	\$23,391 62	.....
8,000 00	Other investments — bonds.....	8,000 00	.....
440 66	Cash.....	400 62	D \$40 04
4,825 22	Accounts receivable.....	5,792 02	966 80
<u>\$36,657 50</u>	<u>Total.....</u>	<u>\$37,584 26</u>	<u>\$926 76</u>
LIABILITIES SIDE			
\$10,000 00	Capital stock.....	\$10,000 00	.....
21,391 62	Due affiliated companies.....	21,391 62	.....
4 00	Audited accounts and wages payable.....	17 00	\$13 00
Dr. 62 52	Tax liability.....	Dr. 233 36	D 170 84
5,824 40	Accrued depreciation — road.....	6,409 00	1,084 60
<u>\$36,657 50</u>	<u>Total.....</u>	<u>\$37,584 26</u>	<u>\$926 76</u>

Investment in Road and Equipment from July 1, 1907 to June 30, 1914.— [Engineering, \$250; right of way and station grounds, \$102.53; grading, \$212; ties, \$989.82; rails, \$5,250; frogs and switches, \$592.94; track fastenings and other material, \$537.93; ballast, \$139; track laying and surfacing, \$1,566.46; roadway tools, \$47.14; crossings and signs, \$728; law expenses, \$2,900; stationery and printing, \$334; taxes, \$69.50; other expenditures, \$9,672.30 — Report for 1914]; total, \$23,391.62.

Other Investments.— Pennsylvania Railroad 4 per cent bonds, due 1948; par value and amount at which carried on books, \$3,000. New York City 4 per cent bonds, due 1958; par value and amount at which carried on books, \$5,000. The above bonds are held by New York City Comptroller.

Capital Stock.— Common; authorized, 100 shares of \$100 par value each; amount issued, 100 shares of a par value of \$10,000; cash realized, \$10,000; outstanding May 31, 1916, \$10,000; none held by or on behalf of respondent; no dividends declared or paid during the year.

Due Associated Companies for Construction Advances.— [Havemeyers & Elder, Inc., \$5,250; Brooklyn Eastern District Terminal, \$16,141.62; total, \$21,391.62. Report of 1915.]

Reserve for Accrued Depreciation.— Credit balance June 30, 1915, \$5,324.40 charged to operating expenses and credited to reserve, \$1,084.60 (this to amortize general expenditures, included in cost of road as of December 31, 1910, from January 1, 1911, to March 15, 1924, proportional charge during the eleven months, \$90,327; and to amortize during same period 25% of the balance of cost of road, proportional charge during the eleven months, \$181.23.) Credit balance, May 31, 1916, \$6,409.

INCOME STATEMENT

	Net amount for the eleven months ¹
Operating revenue (switching).....	\$12,219 97
Operating expenses:	
Maintenance of way and structures.....	\$1,084 60
Maintenance of equipment.....	740 08
Transportation expenses.....	7,364 37
General expenses.....	3 00
Total operating expenses.....	<u>\$9,192 05</u>
Net operating revenue.....	\$3,027 92
Taxes accrued.....	1,946 25
Operating income.....	<u>\$1,081 67</u>
Non-operating income — interest.....	293 33
Gross income.....	<u>\$1,375 00</u>
Deductions from gross income: Hire of switching locomotive.....	1,375 00
Net income.....	<u>.....</u>

¹ Merged on June 1, 1916, into Brooklyn Eastern District Terminal.

East River Terminal Railroad

DESCRIPTION OF ROAD AND EQUIPMENT

Mileage.— Miles of track, 0.1475; [consisting of seven tracks crossing Kent avenue and four tracks crossing Wythe avenue, each 60 feet in length and one spur on North 4th street, 118 feet in length; all in streets between the building lines only, and from which points the tracks [connect with those tracks which] are leased and maintained by the Brooklyn Eastern District Terminal. An agreement was made January 1, 1912, whereby the Brooklyn Eastern District Terminal pays the East River Terminal R. R. Co., total annual cost of operation up to an amount not exceeding \$15,000. Report for 1915.]

Detail of Track.— Gage, 4 feet, 8½ inches; weight of rail, 75 pounds per yard. Crossties, wood; size, 7 inches by 9 inches by 8 feet 6 inches; spacing, 22 inches. Ballast, stone.

Grade Crossing.— One with street railways and two with streets and avenues; all protected by gates and flagmen.

Equipment.— [One switching locomotive (weight on drivers, 40 tons, traction capacity, 9 tons) leased from Brooklyn Eastern District Terminal. Report of 1915.]

OPERATING STATISTICS

Operating Ratio.— 75.2 per cent.

Accidents.— None.

EMPLOYERS AND WAGES

Class of Employees	Average number	Hours worked during the eleven months	Eleven months' compensation
Yard engineer.....	1	3,163½	\$1,265 40
Yard conductor.....	1	3,156	1,045 90
Yard brakemen.....	2	6,229½	1,707 85
Crossing flagmen and gatemen.....	2	6,169	1,233 80
Total.....	6	18,718	\$5,252 95

Officers.— President, H. O. Havemeyer; Vice-President, Horace Havemeyer; Secretary, J. H. McCafferty; Treasurer, F. C. Havemeyer; Assistant Treasurers, E. C. Potter, Jr., and Chas. H. Jackson; Mechanical Superintendent, Chas. Ferris; General Superintendent, Thos. Kilpatrick.

Directors.— W. B. Duncan, Jr., Horace Havemeyer, H. O. Havemeyer, E. C. Potter, Jr., J. H. McCafferty, F. C. Havemeyer, C. McR. Winslow, C. H. Jackson, T. A. Havemeyer.

General Office.— 129 Front street, New York City.

Report verified by J. H. McCafferty, Secretary and Henry O. Havemeyer, President, January 3, 1917.

EIGHTH AVENUE RAILROAD COMPANY

LESSOR

History.— Incorporated January 10, 1855, pursuant to the General Railroad Law of 1850 and amendments. The company succeeded to the rights of John Pettigrew and others, under resolution of the Common Council of New York City, dated June 4, 1851, approved July 30, 1851, and agreement September 6, 1851. Operation was begun March 1, 1855. On November 23, 1895, the property and franchise rights of this company were leased for 99 years from January 1, 1896, to the Metropolitan Street Railway Company, which latter company was succeeded January 1, 1912, by the New York Railways Company, the present operator of the property.

Terms of Lease.— The principal provisions of the lease on file with the Commission are as follows: Lessee agrees (1) to expend during the first two years of the lease at least \$1,000,000 in substituting some other motive power in place of horses, and in providing suitable equipment, plant or machinery therefor; (2) to assume all leases and other contracts of lessor outstanding at date of taking effect of this lease; (3) to pay an annual rental of \$215,000; (4) to pay all taxes, assessments, license fees, and other charges which may be imposed upon the property, so that the rents agreed upon to be paid to lessor shall not be diminished; (5) to maintain, operate and keep the property in good order at its own expense; (6) to replace property destroyed by fire or consumed by use; (7) not to charge without the consent of lessor less than five cents for a continuous ride upon this company's road and any connection or branch thereof, unless compelled by law; (8) at

Eighth Avenue Railroad Company

expiration or sooner determination of the lease, to return all the property (including betterments and improvements thereon) in good order and repair, except such as may have passed from existence by death or destruction, or may have been replaced on account of change of motive power or other improvements made upon the property; in which case, the substitutes shall at least be equal in value to the property for which they are substituted; (9) that in case of default in rental payments or for breach of any of the provisions of the lease for 90 days, the lessor may re-enter and take possession of the property without impairing its right for damages from lessee. Lessor agrees that lessee shall have the right to sell or dispose of for its own use, all cars, horses, equipment, rails, track materials and other personal property, upon substitution therefor of other property of equal value, or when the lessee shall have expended the \$1,000,000 above referred to.]

Stockholders and Members.— Total voting power of all members of the company, 10,000, each holder of \$100 par value of stock having one vote; total number of stockholders at April 4, 1916, 152, of whom 124 holding 8,187 shares, reside in New York State. Total votes cast at last general meeting January 25, 1916, 6,987, J. G. Affleck casting 19 votes on behalf of himself and 6,968 on behalf of others. The principal stockholders on June 30, 1909, as reported, were the following: Estate of George Law, \$193,200; Anna F. Wright, \$101,000; Sarah Williams, \$66,400; Frederick J. Thornley, \$61,100; Minnie P. C. Blossom, \$49,800; Mary L. Hays, \$40,500; Mary J. Lasala, \$38,500; E. St. John Hays, \$32,500; Mary Hays, \$27,000; Henry Block, \$25,000.

Important Changes during the Year.— No additional rights or franchises were acquired. The company acquired certain bonds as shown in the Investment schedule.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$117,067 69	Cash.....	\$74,325 36	D \$42,742 33
14,255 15	Materials and supplies ¹	14,255 15	.....
49,027 43	Free investments.....	98,861 52	49,834 09
	"Fixed Capital, Dec. 31, 1908":		
653,863 63	Real estate used in operation of road.....	653,863 63	.....
665,181 32	Track and roadway construction.....	665,181 32	.....
195,804 42	Cars.....	195,804 42	.....
146,590 00	Miscellaneous equipment, horses, etc.....	146,590 00	.....
1,661,439 37	Total fixed capital.....	1,661,439 37	.....
<u>\$1,841,789 64</u>	<u>Total.....</u>	<u>\$1,848,881 40</u>	<u>\$7,091 76</u>
	LIABILITIES SIDE		
\$102 21	Miscellaneous accounts payable.....	\$66 18	D \$36 03
18,750 00	Interest accrued on funded debt.....	18,750 00	.....
750,000 00	Miscellaneous funded debt.....	750,000 00	.....
1,000,000 00	Capital stock.....	1,000,000 00	.....
72,937 43	Corporate surplus.....	80,065 22	7,127 79
<u>\$1,841,789 64</u>	<u>Total.....</u>	<u>\$1,848,881 40</u>	<u>\$7,091 76</u>

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation

	Gross value	Same, less depreciation
Valuation as of June 30, 1915, filed by respondent:		
Real property outside streets and public places.....	\$2,691,131	\$2,498,561
Real property in streets — tangible.....	3,671,084	2,394,485
Assessed valuation for 1916 taxes:		Manhattan Borough
Real property outside streets and public places.....		\$1,800,000
Real property (tangible and intangible) in streets.....		3,595,380

¹ Hay, straw, feed, etc., on hand December 31, 1895, date when the Metropolitan Street Ry. Co. took possession of the property.

Eighth Avenue Railroad Company

Miscellaneous Investments

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Free Investments</i>				
Knickerbocker Trust Co.:				
5 shares capital stock.....	\$500	} : \$3,420 00	: \$3,420 00	{ \$140 00
12 shares beneficial certificates.....	1,200			
Chicago, Burlington and Quincy R. R. Co.:				
4% gen'l mtge. bonds, maturing 1958.	10,000	8,950 00	8,950 00	400 00
Atchison, Topeka & Santa Fe R. R. Co.:				
4% gen'l mtge. bonds, maturing 1995.	10,000	9,337 50	9,337 50	400 00
Northern Pacific Railroad:				
4% prior lien bonds, maturing 1997..	10,000	9,037 50	9,037 50	400 00
Union Pacific R. R.:				
4% land grant bonds, maturing 1947.	5,000	4,810 35	4,801 25	190 90
West Shore R. R. Co.:				
4% 1st mtge. bonds, maturing 2361.	15,000	13,472 08	13,443 75	571 67
Pacific Coast Co.:				
5% 1st mtge. bonds, maturing 1946..	5,000	4,746 25	4,746 25	220 15
Chicago, Milwaukee & St. Paul Railway:				
4% gen'l mtge. bonds, maturing 1989..	10,000	9,331 38	9,331 38	.....
Norfolk & Western Railway:				
4% consol. mtge. bonds, maturing 1996.	10,000	9,387 50	9,387 50	81 11
Chicago & Northwestern Railway:				
3½% gen'l mtge. bonds, maturing 1987.	10,000	8,312 50	8,312 50	100 14
Lake Shore & Michigan Southern Railway:				
3½% bonds, maturing 1997.....	10,000	8,562 50	8,562 50	120 30
Louisville & Nashville Railway:				
4% unified bonds, maturing 1940.....	10,000	9,531 39	9,531 39	.....
Total.....	\$106,700	\$98,898 95	\$98,861 52	\$2,657 27

Funded Debt.— Five-year certificates of indebtedness of February 1, 1914; 6 per centum payable February and August; authorized and issued, \$750,000; net amount outstanding June 30, 1916, \$750,000; interest accrued, \$45,000, paid; interest accrued but not yet due, \$18,750.

Capital Stock.— Common, authorized, 10,000 shares of \$100 par value each; amount issued, 10,000 shares of a par value of \$1,000,000; cash realized, \$1,000,000; amount outstanding June 30, 1916, \$1,000,000; none held by or on behalf of respondent; dividends declared and paid during the year, \$160,000. Market price: Highest and lowest, 300.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Non-operating revenue (rent accrued from lease of road and equipment, \$215,000; interest revenues, \$4,149.50; dividend revenues, \$164).....	\$219,313 50	\$263 94
Non-operating revenue reductions (salaries and expenses of general officers, \$5,100; general office expenses and supplies, \$1,070.11; general legal expenses, \$1,015.60).....	7,185 71	94 66
Gross income applicable to corporate and leased properties.....	\$212,127 79	\$169 28
Deductions from gross income (interest on funded debt).....	45,000 00	.....
Net corporate income.....	\$167,127 79	\$169 28
Surplus, June 30, 1915.....	72,937 43	=====
Total.....	\$240,065 22	
Dividends, 16 per cent on \$1,000,000 stock.....	160,000 00	
Surplus, June 30, 1916.....	\$80,065 22	=====

¹[Previous to 1915 reported as \$3,600.] On October 2, 1914 the Columbia-Knickerbocker Trust Co. paid on account of principal \$180.

Eighth Avenue Railroad Company

Rent Accrued from Lease of Road and Equipment.— Fixed rental, \$215,000, paid by New York Railways Company. (For details, see schedule entitled, Terms of Lease, above.)

Description of Road and Equipment.— McComb's lane, Eighth avenue to Harlem river; Eighth avenue and Harlem river to Canal street and Broadway; West Broadway, Canal street to Vesey street; Vesey street, West Broadway to Broadway; Church street, Vesey street to Chambers street; Chambers street, Church street to West Broadway: First track, 10.081 miles; second track, 10.112; sidings, .038; car-house track, .508; total, 20.739 miles, of which the Eighth Avenue R. R. Co. and the Sixth Avenue R. R. Co. own jointly 2.32 miles.

Closed, non-motor passenger cars, 123; open non-motor passenger cars, 97; horses, 1,300.

Real estate: Plot, west side of Eighth avenue, from 49th to 50th street, extending back on 49th street, 475 feet; and on 50th street, 450 feet.

One lot on southerly side of 50th street, distant 525 feet west of Eighth avenue, being 25 feet front by half of block.

Lot, north side of 50th street, known as 15 West 50th street.

Plot, southeast corner of Eighth avenue and 50th street, running 150 feet, 5 inches on avenue and 125 feet on street, irregular.

Plot, easterly side of avenue, being block bounded by Eighth avenue, 151st street, McCombs Dam road and 152d street.

Also interest of Eighth Avenue Railroad Company, in lot known as 64 Vesey street, owned jointly with the Sixth Avenue Railroad Company, and lease of lot at 56 Barclay street, held jointly with Sixth Avenue Railroad Company.

Also interest of Eighth Avenue Railroad Company, under verbal lease from owner, in lot south side of 50th street, 450 feet west of Eighth avenue, being 75 feet front by half of block.

Officers.— President, Joseph Tate; Vice-President, Wm. Henry Hays; Secretary and Treasurer, J. G. Affleck; Assistant Secretary and Assistant Treasurer, William Affleck.

Directors.— Joseph Tate, James G. Affleck, Joseph J. O'Donohue, Jr., F. Bianchi Tompkins, J. Gelston Affleck, Jr., Armistead Peter, Jr., William Henry Hays, Michael Kirtland, William Affleck.

Main Business Office.— 1 Madison avenue, New York City.

Report verified by William Affleck, Assistant Treasurer, September 26, 1916.

FIFTH AVENUE COACH COMPANY

History.— Incorporated July 25, 1896, under the provisions of the Stock Corporation Law, to take and possess the property and franchises of the Fifth Avenue Transportation Company, Limited. The latter company was incorporated, October 29, 1895, under the Business Corporations Law, chapter 611 of the Laws of 1875. Franchise for original routes was granted by a special act of the Legislature, chapter 536, Laws of 1886. Suit for dissolution on the ground of insolvency was brought by the People of the State against the Fifth Avenue Transportation Co. Ltd., in the Supreme Court, New York City, resulting on February 7 and July 17, 1895, in a decree of dissolution, receivership and sale. As the outcome of this, all the property and franchises of the company were conveyed to the Fifth Avenue Coach Company under order of the Supreme Court dated November 18, 1895. The company's routes were extended under section 23 of the Transportation Corporation Law, as constituted by chapter 657 of the Laws of 1900, by proceedings resulting in certificates filed with the Secretary of State, August 4, 1900, February 23, 1901, and April 22, 1912, in pursuance of said act.

[The Receiver of the Fifth Avenue Transportation Company, Limited, Daniel T. Hoog, was appointed February 7, 1895. On October 17, 1895, he sold for \$10,450 all the property to Ward Campbell, who subsequently became one of the incorporators and original directors of the new company. On November 3, 1897, said Ward Campbell transferred all rights, licenses, privileges, franchises and property so acquired and all rights and properties subsequently acquired to the respondent for \$40,000. The certificate of incorporation provided that maximum amount of the company's capital stock should be \$300,000, consisting of 3,000 shares of common stock. By a special meeting held for that purpose on September 3, 1897, the capital stock was reduced to \$50,000, divided into 500 shares of common stock, at which amount it still stands.]¹

Stockholders and Members.— The number of stockholders at the end of the year was reported as one; number of shares held by the New York Transportation Company, 500.

Important Changes during the Year.— Various securities were acquired at a cost of \$723,200, par value, \$738,000, and securities were sold or redeemed to the amount of \$832,012.50, par value, \$825,000, for details of which, see schedule *Miscellaneous Investments*. Leasehold property at 4 to 20 East 102d street was improved by an addition upon the roof, to be used as a restaurant

¹ From documents on file with the Commission.

Fifth Avenue Coach Company

for employees and for other purposes, at a cost of \$8,685.61 for labor and materials; and \$982.30 was expended for labor and material in completing the reconstruction of premises at 57 to 65 East 88th street. On May 2, 1916, notes in favor of the New York Transportation Co., payable twelve months after date or on demand, and amounting to \$597,175.32 were paid. Respondent granted and leased to the New York Transportation Co. for the term beginning January 1, 1916 and ending June 30, 1919, the exclusive advertising privileges of the interior of omnibuses terminating the lease previously made to the New York City Car Advertising Co. George Carson was appointed Claim Agent vice Louis Goldstein, transferred to another department of the service, effective June 1, 1916. No new powers or franchises were acquired.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$233,156 15	Cash.....	\$112,282 97	D \$120,873 18
885 80	Bills receivable, time.....	885 80	.....
29,103 38	Accounts receivable.....	25,996 54	D 3,106 84
5,559 31	Interest and dividends receivable.....	1,666 01	D 3,893 30
74,706 63	Materials and supplies.....	108,579 63	33,873 00
368,675 01	Securities of non-associated companies.....	275,538 75	D 93,136 26
15,095 37	Real estate and other miscellaneous invest- ments.....	24,763 28	9,667 91
195,278 19	" Fixed Capital, Dec. 31, 1908 ".....	129,748 12	D 65,530 07
701,034 85	Fixed capital installed since Dec. 31, 1908...	750,019 38	48,985 03
896,318 64	Total fixed capital — gross.....	879,767 50	D 16,546 04
449,868 80	Less accrued amortisation.....	442,888 00	D 6,986 80
446,444 84	Total fixed capital — net.....	436,886 50	D 9,558 74
14,833 61	Construction in process — motor buses.....	48,026 04	33,192 43
8,497 01	Prepayments.....	9,577 55	1,080 54
63,076 28	Other suspense.....	93,578 37	30,502 09
13,636 70	Motor bus tires.....	5,532 17	D 8,104 53
<u>\$1,273,669 49</u>	<u>Total.....</u>	<u>\$1,143,312 61</u>	<u>D \$130,356 88</u>
LIABILITIES SIDE			
\$64,993 97	Taxes accrued.....	\$71,625 57	\$6,631 60
449,479 58	Working advances due associated companies.....	.....	D 449,479 58
45,834 61	Miscellaneous accounts payable.....	66,365 00	20,530 39
2,944 99	Interest accrued on unfunded debt.....	.....	D 2,944 99
6,149 44	Due for wages and salaries.....	8,063 24	1,913 80
147,695 74	Due associated company for construction advances.....	.....	D 147,695 74
254,605 83	Reserves.....	241,164 29	D 13,441 59
50,000 00	Capital stock.....	50,000 00	.....
251,965 28	Corporate surplus.....	706,094 51	454,129 23
<u>\$1,273,669 49</u>	<u>Total.....</u>	<u>\$1,143,312 61</u>	<u>D \$130,356 88</u>

Contingent Liabilities.— Judgments unpaid and on appeal, \$37,957.31
Valuation of Property for Purposes of Taxation.— Not reported.

DETAILS OF ASSETS AND LIABILITIES
" Fixed Capital, December 31, 1908 "

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Equipment, motor omnibuses.....	\$153,436 82	\$60,178 43	\$93,258 39
Equipment, miscellaneous.....	10,703 28	5,351 64	5,351 64
Shop tools, machinery and fixtures.....	5,768 92	.....	5,768 92
Office furniture and fixtures.....	263 90	.....	263 90
Organization.....	25,105 27	.....	25,105 27
	<u>\$195,278 19</u>	<u>\$65,530 07</u>	<u>\$129,748 12</u>

Fifth Avenue Coach Company

Details of Capital Withdrawn.— 34 bus bodies scrapped, \$28,336.13; 6 bus chassis scrapped, \$30,749.34; 1 Type " C " engine scrapped, \$1,092.96; 1 truck chassis scrapped, \$5,351.64; total, \$65,530.07.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Land.....				\$69,025 41
Garage.....				43,074 47
Shop equipment.....	\$1,573 24			29,229 75
Motor buses.....	86,997 49		\$44,621 15	590,819 07
Office furniture.....	216 50			5,905 73
Miscellaneous equipment.....	8,308 95		3,490 00	11,964 95
	<u>\$97,096 18</u>	<u>.....</u>	<u>\$48,111 15</u>	<u>\$750,019 38</u>

Details of Expenditures for Improvements.— Shop tools, machinery and fixtures, \$1,573.24; office furniture and fixtures, \$216.50; 67 44-passenger bus bodies, \$73,682.28; 1 16-passenger bus body, \$987.68; 1 experimental chassis type N, \$3,258.25; 1 chassis type N, \$2,265.68; 1 chassis type A, \$2,137.66; 1 White chassis, \$2,289.60; 3 Daimler chassis, second hand, \$1,193.46; 268 wheel guards, \$1,182.88; 24 road scrapers, for snow removal, \$4,992.00; 1 Cadillac touring car, \$2,120; 4 sandshakers, \$1,196.95; total, \$97,096.18.

Equipment Retired during the Year.— Revenue: 74 omnibus bodies, \$62,407.02; 8 omnibus chassis, \$39,050.60; 3 spare engines, \$3,341.96; total, \$104,799.58. Disposition of concurrent charges: salvage, \$867; to other companies and carriers, \$1,800; to accrued amortisation of capital, \$95,264.74; to surplus, \$6,867.84; total, \$104,799.58.

Non-revenue: 3 service cars, \$3,490; 1 chassis No. 153, \$5,351.64; total, \$8,841.64. Disposition of current charges: salvage, \$297; to other companies and carriers, \$1,765; to accrued amortisation of capital, \$5,925.26; to surplus, \$854.38; total, \$8,841.64.

Miscellaneous Investments

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Free Investments</i>				
New York City:				
4½% bonds, 1957.....	\$150,000 00	\$154,168 75	\$154,168 75	\$6,012 63
New York, New Haven & H. R. R. Co.:				
4½% 1-year notes, 1917.....	25,000 00	25,000 00	25,000 00	186 48
New York Central:				
4½% 97½-year Ref. & Imp., 2013.....	50,000 00	47,182 50	47,182 50	262 78
New York Connecting R. R. Co.:				
4½% 37½-year 1st mortgage, 1953.....	50,000 00	49,187 50	49,187 50	97 87
Improvement on leasehold property, 57-65 East 88th street and 58-66 East 89th street, New York City.....		24,763 28	24,763 28	.....
Total.....	<u>\$275,000.00</u>	<u>\$300,302.03</u>	<u>\$300,302 03</u>	<u>\$6,559 76</u>

Fifth Avenue Coach Company
Miscellaneous Investments — Concluded

Name of Issuing Company and Security Disposed of during Year	Par value	Cost	Amount received	Income accrued during year
New York City:				
6% 1-year corporate stock notes, 1915..	\$75,000 00	* \$75,000 00	\$75,000 00	\$758 15
Canadian Pacific Ry. Co.:				
4½% 2-year equipment notes, 1917.....	25,000 00	* 24,884 09	25,047 50	215 62
Canadian Pacific Ry. Co.:				
6% 10-year notes, 1924.....	100,000 00	* 101,125 00	101,625 00	1,127 18
Illinois Central R. R. Co. (Chicago, St. L. & N. O.):				
5% 2-year equipment notes, 1917.....	20,000 00	* 20,110 92	20,030 00	193 04
Pennsylvania R. R. Co.:				
4½% 45-year consolidated mortgage bonds, 1960.....	5,000 00	* 5,187 50	5,125 00	43 01
United Fruit Co.:				
5% 4-year notes, 1918.....	7,000 00	* 6,842 50	6,938 75	68 38
American Spirits Mfg. Co.:				
6% 5-year 1st mortgage bonds, 1920 '...	50,000 00	49,000 00	49,000 00	1,805 43
City of New York:				
4½% 50-year bonds, 1965 '.....	150,000 00	153,000 00	159,937 50	3,996 72
Illinois Steel Co.:				
4½% 25-year debentures, 1940 '.....	25,000 00	22,945 00	22,718 25	432 79
New York Central & H. R. R. R. Co.:				
4% 20-year debentures, 1934 '.....	25,000 00	23,093 75	23,000 00	386 05
New York Central & H. R. R. R. Co.:				
4½% 98-year Ref. & Imp., 2013 '.....	25,000 00	23,312 50	23,562 50	432 78
New York Railways Co.:				
4% 30-year 1st R. E. & Ref. mortgage bonds, 1942 '.....	63,000 00	49,122 50	49,140 00	533 73
New York Telephone Co.:				
4½% 25-year 1st R. E. & General mort- gage, 1939 '.....	25,000 00	24,750 00	24,562 50	434 31
State of New York:				
4½% 50-year Highway Improvement bonds, 1965 '.....	130,000 00	135,525 00	141,700 00	4,623 89
United States Steel Corp.:				
5% 60-year bonds, 1963 '.....	100,000 00	102,437 50	104,625 00	2,978 87
Total.....	\$825,000 00	\$816,336 26	\$832,012 50	\$18,029 95

Materials and Supplies.— Motor bus parts, etc., \$99,779.02; uniforms, \$4,556.50; lighting battery materials, \$1,932.13; new tires, \$2,311.98; total, \$108,579.63.

Prepayments.— Taxes, \$6,830.52; insurance, \$2,193.99; fire alarm system, \$405.38; permit for storage of combustibles, \$147.66; total, \$9,577.55.

Suspense.— Amount expended in connection with the company's application to the Public Service Commission and the Board of Estimate and Apportionment for the establishment of additional bus routes, \$93,578.37.

Common Stock.— Authorized by company, \$50,000. Issued prior to year and actually outstanding at close of year, \$50,000; cash realized, \$30,000; property consideration, \$20,000; no dividends declared or paid.

Bills and Accounts Owing to Associated Companies.— New York Transportation Company on notes due one year after date, bearing 6 per cent interest, \$597,175.32, repaid May 2, 1916. Interest accrued during year, \$29,940.57; paid during year, \$32,885.56.

Taxes Accrued.— See schedule supporting Income Statement.

* Cost as reported by the company in 1915.

' Purchased during the year.

602 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Fifth Avenue Coach Company

Reserves

Title of Reserve	Balance June 30, 1915	Credits	Debits	Balance June 30, 1916	Rate of reserve per annum
Accrued amortization of capital ¹	\$439,487 54	\$90,191 95	\$101,190 00	\$428,489 49	6.4 cents per bus mile
Shop tools, machinery and fixtures.....	10,380 76	4,011 75	.....	14,392 51	10% per annum
Reconstruction of 88th street garage.....	2,985 74	2,342 07	.....	5,327 81	.....
Injury and damage claims.....	250,025 86	37,800 06	\$ 53,658 53	234,167 39	1/2 cents per bus mile
Uniforms.....	1,594 28	3,153 81	3,079 00	1,669 09	.....
Total.....	\$704,474 18	\$137,499 64	\$157,927 53	\$684,046 29	.....

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Passenger revenue.....	\$1,622,304 20	\$217,257 10
Chartered buses.....	16,281 66	1,195 66
Advertising privileges.....	\$ 31,140 32	D 234 68
Total operating revenues.....	\$1,669,726 18	\$218,218 08
Operating expenses:		
Maintenance.....	\$322,560 56	\$43,356 51
Traffic.....	22,914 54	D 13,107 64
Transportation.....	598,896 03	131,857 63
General expense.....	120,319 23	D 17,512 94
Total operating expenses.....	\$1,064,690 36	\$144,593 56
Taxes accrued.....	105,266 55	13,465 12
Total revenue deductions.....	\$1,169,956 91	\$158,058 68
Operating income.....	\$499,769 27	\$60,159 40
Non-operating income: Rent revenue, 88th street garage, \$15,- 627.33; interest on investments, \$24,589.71; interest on bank balances, \$3,417.10; less non-operating revenue deductions, expenses, 88th street garage (rent expense, \$17,500; pro- portionate amount of cost of reconstruction, \$2,342.07; in- surance, \$624.11), \$20,466.18.....	\$23,167 96	\$12,306 44
Gross income applicable to corporate and leased properties.....	\$522,937 23	\$72,465 84
Deductions from gross income:		
Rent accrued — garage, 4-20 East 102d street.....	\$50,000 00	.....
Interest on mortgages.....	.....	D \$466 67
Interest on loans from New York Transportation Co.....	29,940 57	D 5,889 95
Total income deductions.....	\$79,940 57	D \$6,356 62
Net corporate income.....	\$442,996 66	\$78,822 46

¹ Previously reported as "depreciation of omnibus equipment" and "depreciation of miscellaneous vehicles."

² Payments made in settlement of suits and claims for injuries to persons and damage to property.

³ Consists of \$17,250 from the New York City Car Advertising Company, from July 1, 1915 to December 31, 1915 and \$13,890.32 from the New York Transportation Company, from January 1, 1916 to June 30, 1916.

Fifth Avenue Coach Company

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$251,965 28
Credit balance for year transferred from income account.....	442,996 66
Profit on sale of investment securities.....	15,676 24
Other additions to surplus: Profit derived by New York Transportation Co. in operation of 88th street garage, Jan. 1, 1915 to June 30, 1915, \$1,793.08; Lighting batteries adjustment (estimated value of used and unused batteries on June 30, 1915, previously charged to operating expense), \$2,205; reduction in the cost of newspaper advertising from Aug. 1, 1913 to March 31, 1915, \$1,076.85; reduction in rate of insurance premium, year ending June 30, 1915, \$290.84; amounts collected from sundry persons for damage to buses by accidents, prior to June 30, 1915, \$39.84; sundry small items applying to prior years' transactions, \$181.39.....	5,587 00
Total.....	\$716,225 18
Bad debts written off.....	\$344 44
Other deductions from surplus: type C engine, \$250; two type "D" engines, \$500; seven chassis, \$4,800.65; one chassis, \$509.51; fourteen bus bodies, \$1,385.68; White touring car, \$276.38 (all items scrapped or sold during the year); type "D" engine scrapped (taken from a chassis dismantled prior to July 1, 1915), \$800; sundry small items of materials, etc., furnished prior to July 1, 1915, \$656.38; appraisal of property prior to July 1, 1915, \$607.63.....	9,786 23
Total.....	10,130 67
Surplus, June 30, 1916.....	\$706,094 51

OPERATING EXPENSES

	Amount for 1916	↑ Increase or (D) decrease
Maintenance of plant and equipment.....	\$322,560 56	\$43,356 51
Superintendence.....	28,567 49	
Repairs of buildings and structures.....	2,263 31	
Repairs of shop tools and machinery.....	616 50	
Shop expenses.....	5,497 12	
Repairs of omnibus bodies — material.....	8,633 54	
Repairs of omnibus bodies — labor.....	15,989 29	
Repairs of omnibus chassis — material.....	44,976 59	
Repairs of omnibus chassis — labor.....	66,410 49	
Depreciation of tires.....	54,532 63	
Repairs of service cars.....	1,465 34	
Depreciation of equipment.....	90,191 95	
Depreciation of shop tools and machinery.....	3,416 22	
Traffic (advertising).....	22,914 54	D 13,107 64
Transportation.....	598,896 03	131,867 63
Superintendence.....	55,222 90	
Fuel.....	104,995 58	
Lubricants.....	9,866 69	
Drivers.....	194,108 09	
Conductors.....	148,750 78	
Miscellaneous stage service employees.....	7,854 22	
Lighting buses.....	9,814 99	
Miscellaneous stage service expenses.....	22,280 75	
Washers and cleaners.....	19,552 15	
Other garage employees.....	11,120 93	
Cleaning material.....	3,431 18	
Other garage expenses.....	3,328 25	
Other transportation expenses.....	8,569 52	

* The respondent's report does not show increases or decreases in the detail accounts.

Fifth Avenue Coach Company
OPERATING EXPENSES — Concluded

	Amount for 1916	Increase or (D) decrease
General expenses.....	\$190,319 23	D \$17,512 94
Salaries and expenses — general officers.....	25,531 55	
Salaries and expenses — general office clerks.....	4,611 43	
General office supplies and expenses.....	1,839 92	
General law expenses.....	5,606 87	
Insurance.....	9,418 08	
Miscellaneous general expenses.....	23,168 06	
Accidents and damages:		
Reserved..	Cr. 15,858 47	
Claim department expenses.....	4,915 26	
Medical expenses.....	795 00	
Other injuries and damages.....	53,658 53	
Other expenses.....	29 00	
Law expenses in connection with damages:		
Salaries and expenses of attorneys.....	6,393 34	
Court costs and expenses.....	2,380 17	
Law printing.....	365 65	
General stationery and printing.....	2,692 07	
Undistributed adjustment balance.....	Cr. 5,227 23	
Total operating expenses.....	\$1,064,690 36	\$144,593 56

Rents Payable Charged to Operating Expenses.— 90th street and Fifth avenue, payable to Melonakos Bros., \$230; basement used by starters and crews at 244 Thompson street, payable to Italian Benevolent Institute, \$360; lot at corner of Fifth avenue and 102d street used to store snow scrapers, etc., payable to John J. Halleran, agent, \$175; 110th street and Fifth avenue, used as a passenger waiting room, payable to Uptown Amusement Co., \$70; 135th street and Broadway, used by starters and crews, payable to Wm. Aridar, \$120; total, \$955.

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land.....	\$3,998 40	\$3,835 73	\$3,998 40	.....
Improvements on land.....	3,549 60	3,405 60	3,549 60	.....
Personal property.....	510 00	395 01	510 00	.....
Local (5% gross earnings).....	75,060 62	81,115 21	75,060 62	.....
Local (stage coach licenses).....	2,680 00	2,785 74	2,680 00	.....
Capital stock — state.....	285 83	216 82	285 83	.....
Gross earnings — state.....	7,436 82	8,673 08	7,436 82	.....
State (motor vehicle).....	745 25	736 31	745 25	.....
Federal (income).....	4,762 30	4,103 05	4,762 30	.....
	<u>\$99,028 82</u>	<u>\$105,266 55</u>	<u>\$99,028 82</u>	<u>.....</u>

DESCRIPTION OF ROUTES AND EQUIPMENT

PRINCIPAL STREETS TRAVERSED	Termini between which route named extends	Length of route (miles)
Fifth avenue, Washington square and South Fifth avenue.....	East 89th street and Bleecker street.	4.34
Fifth avenue, East 120th street, Mount Morris park, west, East 124th street and Fifth avenue.....	East 89th street and 135th street...	2.48
West 110th street.....	Fifth avenue and Riverside drive...	1.11
Seventh avenue, West 153d street, Macomb's Dam road.....	110th street and 155th street viaduct.	2.38
St. Nicholas place, St. Nicholas avenue and Manhattan avenue.....	155th street and 110th street.....	2.22

Fifth Avenue Coach Company

DESCRIPTION OF ROUTES AND EQUIPMENT—*Concluded*

PRINCIPAL STREETS TRAVERSED	Termini between which route named extends	Length of route (miles)
West 155th street.....	St. Nicholas place and Macomb's Dam road.....	.32
West 57th street.....	Fifth avenue and Broadway.....	.46
Broadway.....	West 57th street and West 72d street.	.87
West 72d street.....	Broadway and Riverside drive.....	.23
West 72d street.....	Broadway and Central Park west...	.35
East 72d street.....	Fifth avenue and First avenue.....	.65
Riverside drive.....	West 72d street and 135th street...	3.20
West 135th street.....	Riverside drive and Broadway.....	.18
West 32d street.....	Fifth avenue and Seventh avenue...	.40

Cars.— One hundred and thirty-one double deck motor buses, having an aggregate seating capacity of 5,759, and one single deck motor bus, having a seating capacity of 16, total seating capacity 5,775; installed during the year, 7 double deck motor buses; retired during year, 8 double deck motor buses.

Miscellaneous.— Number of garages, 2; number of transfer points, 28.

OPERATING STATISTICS

Operating Ratios — Cents per Bus Mile.— Passenger revenue, 32.53; transportation revenue, 32.86; operating revenue, 33.48; operating expenses, 21.35; net revenue, 12.13; maintenance, actual, 4.59; maintenance, depreciation, 1.88; total maintenance, 6.47.

Per Bus Hour.— Passenger revenue, \$2.75; transportation revenue, \$2.78; operating revenue, \$2.83; operating expenses, \$1.81; net revenue, \$1.02; maintenance, actual, \$0.39; maintenance, depreciation, \$0.16; total maintenance, \$0.55.

Per Cent of Operating Revenues for the Year.— Revenue from transportation, 98.14; other operating revenues, 1.86; operating expenses, 63.76; taxes, 6.31; income from operation, 29.93.

PASSENGER MOVEMENT

Item	155th st. viaduct and St. Nicholas place (via Macombs Dam road, 153d st., 7th ave., 110th st., 5th ave. to Washington square	BROADWAY AND 135TH STREET (VIA RIVERSIDE DRIVE, 72D STREET, BROADWAY, 57TH STREET, FIFTH AVENUE) TO		Other routes	All routes
		Washington square	32d st. and 7th avenue		
Passengers carried.....	4,316,539	4,193,688	3,304,070	4,408,745	16,223,042
Passenger fares — amount	\$431,653 90	\$419,368 80	\$330,407 00	\$440,874 50	\$1,622,304 20
Average number of buses per day.....	49	48	39	49	185
Round trips.....	84,390	79,545	67,531	191,744	423,210
Bus miles (active).....	1,273,434	1,048,497	893,350	1,686,218	4,901,499
Bus seat miles.....	53,961,596	43,430,759	36,522,526	65,692,270	199,607,151
Bus hours.....	151,771	127,006	105,141	201,371	585,289
Transfers collected.....	208,293	71,484	78,656	435,317	793,750

Private Hire.— Number of trips made during year, 851; earnings, \$16,281.66; per bus mile, \$0.837; per bus hour, \$4.134.

Accidents.— Number of accidents during year, 39; killed, 4 (persons other than passengers or employees); injured, 35 (9 passengers, 14 employees and 12 other persons). Actions for damages for injuries to persons or properties: Pending at beginning of year, 54; brought during year, 89; disposed of during year, 81; pending at close of year, 62. Total paid in settlements of accidents which occurred during the year, \$28,680.35; for accidents of prior years, \$24,978.18.

Fifth Avenue Coach Company

EMPLOYERS AND WAGES

Occupation	Average number	Total time worked	Total compensation	Average compensation	Unit
<i>General office staff:</i>					
General officers.....	6	72 months	\$34,860 00	\$484 17	month
Other officers.....	2	24 months	5,649 00	235 37	month
Clerks and bookkeepers—men..	42.9	2,240 weeks	42,691 27	19 06	week
Stenographers, typists—women.	5.9	306 weeks	5,241 67	17 13	week
Messengers and others.....	11.5	617 weeks	7,918 62	12 83	week
<i>Transportation:</i>					
Inspectors.....	4.1	1,539 days	4,996 00	3 25	day
Starters.....	15.3	5,509 days	15,074 58	2 74	day
Receivers.....	3.1	161 weeks	2,965 68	18 42	week
Transfer agents.....	9.3	3,290 days	7,402 70	2 25	day
Conductors.....	218.2	688,536 hours	155,299 43	23	hour
Drivers.....	211.3	660,768 hours	201,752 81	30	hour
Tallymen.....	1.6	6,166 hours	1,512 13	25	hour
Tailor.....	1	52 weeks	784 29	15 00	week
<i>Car houses and shops:</i>					
Cleaners.....	30.5	101,461 hours	20,599 10	20	hour
Oilers.....	3.9	13,293 hours	2,948 77	22	hour
Garage men.....	11.4	36,427 hours	7,568 03	21	hour
Carpenters.....	22.8	62,845 hours	22,409 65	36	hour
Carpenters' helpers.....	2.4	6,410 hours	1,171 55	18	hour
Blacksmiths.....	1	2,663 hours	1,032 75	39	hour
Blacksmiths' helpers.....	1	2,626 hours	663 72	25	hour
Machinists.....	67.8	201,780 hours	67,740 93	34	hour
Machinists' helpers.....	19.3	56,168 hours	10,875 87	19	hour
Electrical helpers.....	3.9	13,155 hours	4,114 90	31	hour
Tinners.....	1.7	4,716 hours	1,264 44	27	hour
Painters.....	12.5	33,246 hours	10,347 55	31	hour
Total compensation.....			\$636,885 44		

Distribution of Total Compensation.—Maintenance of equipment and plant, \$121,617.25; operation of buses, \$446,233.22; general expenses, \$37,273.48; outside operations, \$647.88; fixed capital, \$25,647.52; manufacturing account, \$5,466.09; total, \$636,885.44.

Officers.—President and General Manager, Richard W. Meade; Vice-President, Herbert H. Vreeland; Secretary and Auditor, Samuel E. Morrow; Treasurer and Assistant Secretary, George L. Williams; Claim Agent, George Carson; Chief Engineer, G. A. Green.

Directors.—Edward J. Berwind, Philip I. Dodge, Horace M. Fisher, Richard W. Meade, W. Leon Pepperman, Henry Sanderson, Theodore P. Shonts, Herbert H. Vreeland, Edmond E. Wise.

Main Business office.—10 East 102d street, New York City.

Report verified by Richard W. Meade, President and General Manager, September 29, 1916

FORT GEORGE AND ELEVENTH AVENUE RAILROAD COMPANY

LESSOR

*History.*¹—Incorporated [on November 21, 1898, under chapter 565 of the Laws of 1890, and the acts amendatory thereof] as a consolidation² of the North End Street Railway Company, The Fort George Extension Railway Company and the Fort George and Eleventh Avenue Railroad Company. [An agreement, which in effect is equivalent to a lease, was made between this company and the New York City Railway Company on November 1, 1905, whereby the last

¹ [Data in brackets from documents on file with the Commission.]

² [The agreement of consolidation provided that the \$5,000,000 capital stock of the North End Street Railway Co., the \$10,000 capital stock to the Fort George and Eleventh Avenue Railroad and the \$10,000 capital stock of the Fort George Extension Railway Co. should be exchanged for \$2,500,000, \$250,000 and \$250,000 of the stock of the new corporation. This agreement recited that all the stock of the three companies had been actually issued and was then outstanding.]

Fort George and Eleventh Avenue Railroad Company

named company was granted the right to use the tracks of this company for the operation of its cars for ten years, this company reserving to itself the right to operate its own cars not exceeding four cars daily over the line. This company and the New York Railways Co., which succeeded to this agreement January 1, 1912, thereafter entered into an agreement with the Third Avenue Ry. Co., by which the Third Avenue Railway Company acquired trackage rights for itself or its subsidiaries for a consideration of \$136,850. (See application in Case 1526, May 29, 1912.) The Third Avenue Ry. Co. has given trackage rights to its subsidiary, the New York City Interborough Ry. Co., for an annual rent of \$6,000. See decisions of the Commission in Case 1526, P. S. C. R., 1st Dist. N. Y., III, 354, which discusses the validity of the franchise; also the abstract of the 145th Street Crosstown R. R. Co. in this volume and the Report of the Bureau of Franchises to the Board of Estimate and Apportionment in the City Record of December 28, 1912, wherein it is stated, page 10657, that the Metropolitan Street Ry. Co. offered to sell this road to the Eighth Avenue or Sixth Avenue Company for \$193,000.]

The entire capital stock of this company is owned by the New York Railways Company.

Stockholders and Members.—Total voting power of all members of the company, 30,000, each holder of \$100 par value of capital stock having one vote; total number of stockholders, 10, all residing in New York state; on June 30, 1916, the total stock of this company was held in the name of the New York Railways Company [excepting 90 directors' qualifying shares.]

Important Changes during the Year.—None. No additional rights or franchises were acquired.

Balance Sheet as of June 30, 1916.—(No change from June 30, 1907.) Assets side: "Fixed Capital, December 31, 1908," \$3,001,563.05 (cost of constructed road,³ \$3,000,000; organization, \$1,563.05); deficit, \$49.20; total, \$3,001,612.25. Liabilities side: Due associated companies, \$1,612.25 (New York City Railway Company, \$281.63; Metropolitan Street Railway Company, \$1,330.62); stocks, \$3,000,000; total, \$3,001,612.25.

Valuation of Property for Purposes of Taxation.—Valuation filed by respondent: Real property in streets—tangible, \$349,370; same, less depreciation, \$173,770. Assessed valuation for 1916 taxes: Manhattan Borough,—Real property (tangible and intangible) in streets, \$264,120.

Capital Stock.—Common authorized, 30,000 shares of \$100 par value each; amount issued, 30,000 shares; issued under construction contract. Amount outstanding, June 30, 1916, \$3,000,000; none held by or on behalf of respondent; no dividends declared or paid during the year.

Income Account.—None.⁴

Description of Road.—Owned, track on 145th street from Broadway to Lenox avenue;⁴ length of road, 0.841 mile; length of second track, 0.840 mile; all tracks, 1.681 miles. .

Officers.—President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary and Assistant Treasurer, H. M. Fisher; Treasurer and Assistant Secretary, J. H. Campbell; Assistant Secretary, A. C. Wigren; Auditor, E. F. J. Gaynor; General Counsel, R. R. Rogers; General Attorney, Jas. L. Quackenbush.

Directors.—H. M. Fisher, E. F. J. Gaynor, Frank Hedley, George Keegan, W. Leon Pepperman, D. W. Ross, H. H. Vreeland, A. C. Wigren, Frederic T. Wood.

Main Business Office.—165 Broadway, New York City.

Report verified by H. H. Vreeland, President, October 2, 1916.

³ [Includes discount on securities issued for constructed road. Notice statements in the introduction above as to proposed sale of road for \$193,000. Writing to the Commission under date of December 1, 1908, Mr. D. C. Moorehead, president of the company, said: It is "impossible to segregate the amount of \$3,000,000 among the other thirteen items, no details available, such amount being the cost of the constructed road to this company." On April 8, 1909, under order of this Commission for rehearing Case No. 1042, Mr. Charles H. Jewett testified that the cost of the road including conductors and cables was \$210,369, which amount excludes organization expenses and cost of franchise. As an employee of the Metropolitan Street Railway Company, Mr. Jewett was the engineer in charge of the construction of the Fort George and Eleventh Avenue Railroad company's line in 1901 and 1905, and at the time of testifying was engineer in charge of construction for the receivers of the Metropolitan Street Railway. On June 1, 1909, a letter was sent to the above company calling attention to the testimony of Mr. Jewett. On July 28, 1909, the company replied: "The tracks of this company were constructed under a construction contract by which the contractor was to receive practically all of the shares of the capital stock for the completed road. It is therefore impracticable for us to divide the cost as requested by you."]

⁴ Under an agreement dated March 18, 1912, between the New York Railways Co., Fort George and Eleventh Avenue Railroad Co., and the Third Avenue Railway Co., the Third Avenue Co. may use tracks without rental, the New York Railways Co. to maintain said tracks and the Third Avenue Co. to pay to the former their proportion of the cost of maintenance and interchange of power.

THE FORTY-SECOND STREET AND GRAND STREET FERRY RAILROAD COMPANY

LESSOR

*History.*¹—Incorporated February 16, 1863, pursuant to the General Railroad Law, passed April 2, 1850 [Operation was begun in 1863]. On April 6, 1893, the company leased all its property (owned and leased) to the Metropolitan Crosstown Railway Company, for the unexpired term of its charter and any extensions thereof, to February 16, 2863. [On May 28, 1894, the Metropolitan Crosstown Railway Co. was consolidated into the Metropolitan Street Railway Company, which company was succeeded January 1, 1912, by the New York Railways Company, the present operator of the property.]

Stock control of this company is held by the New York Railways Company through ownership of a majority of the capital stock.

[*Terms of Lease.*—The principal provisions of the lease on file with the Commission are as follows: Lessee agrees (1) to assume all debts, leases and other obligations of the lessor; (2) to pay all taxes, assessments, water rents and other charges which may be imposed upon the property; (3) to pay an annual rental of 18 per cent on the \$748,000 of capital stock; (4) to pay all expenses incidental to the maintenance of lessor's corporate existence; (5) to maintain, operate and keep the property in good working order and repair, at its own expense; (6) to replace all property destroyed by fire or other cause; (7) at expiration or earlier termination of the lease, to return the property and additions thereto to the lessor, in good condition and repair, except that which has passed from existence by death or destruction, or has been superseded by change of motive power or other improvement made upon the property, in which cases substitutes of equal value to the property for which they are substituted shall be delivered; (8) that in case of default in rental payments, or of failure to comply with any of the terms of the lease for 6 months, the lessor may re-enter and take possession of the property, without impairing its right for damages from lessee.]

Stockholders and Members.—Total voting power of all members of this company at June 20, 1916, 7,480, each holder of \$100 par value of capital stock having one vote; total number of stockholders, 90, of whom 70, holding 6,449 shares resided in New York state. Total number of votes cast at last general meeting, October 5, 1915, 5,801, of which H. H. Vreeland and H. M. Fisher cast 1 each for themselves, and as joint proxy, 4,525 for corporate members and 744 for individual members; Geo. S. Fox & Sons, and Caleb F. Fox, cast 430 and 100 votes, respectively, for themselves.

Important Changes during the Year.—None. No additional rights or franchises were acquired.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$1,825 60	Cash.....	\$1,820 47	D \$5 13
2,581,326 39	" Fixed Capital, Dec. 31, 1908 ".....	2,581,326 39	.....
<u>\$2,583,151 99</u>	Total.....	<u>\$2,583,146 86</u>	D \$5 13
LIABILITIES SIDE			
\$1,560,355 84	Expended by lessee company for betterments ² ..	\$1,560,355 84	.....
748,000 00	Common stock.....	748,000 00	.....
274,796 15	Corporate surplus.....	274,791 02	D \$5 13
<u>\$2,583,151 99</u>	Total.....	<u>\$2,583,146 86</u>	D \$5 13

Contingent Liabilities.—None.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1915, filed by respondent:	Gross value	Same, less depreciation
Real property outside streets and public places.....	\$690,069	\$666,170
Real property in streets — tangible.....	1,030,552	675,961
<hr/>		
Assessed valuation for 1916 taxes:		Manhattan Borough
Real property outside streets and public places.....		\$490,000
Real property (tangible and intangible) in streets.....		1,002,540

¹Data in brackets from Documentary History in Annual Report, 1913, Vol. V, page 678 and Chart 1.

²No liability for repayment of the amount expended is recognized by respondent.

The Forty-second Street and Grand Street Ferry Railroad Company

Capital Stock.—Common, authorized, 7,500 shares of \$100 par value each; amount issued, 7,480 shares; cash realized, \$214,000; cash value of other property acquired as consideration for issue, \$534,000; outstanding June 30, 1916, \$748,000; none held by or on behalf of respondent; dividends declared during year, \$134,640 (paid direct to stockholders by lessee company).

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Non-operating revenue (rent accrued from lease of road and equipment, \$134,640 ³ ; interest revenues, \$36.00.).....	\$134,676 07	D \$19 65
Non-operating revenue deductions (directors' fees, etc.).....	41 20	D 60 00
Net corporate income.....	\$134,634 87	\$40 35
Surplus, June 30, 1915.....	274,796 15	
Total.....	\$409,431 02	
Dividends: 18 per cent on \$748,000 stock.....	134,640 00	
Surplus, June 30, 1916.....	\$274,791 02	

DESCRIPTION OF ROAD OWNED

	First track	Second track	Cross- overs	All tracks
34th street, Sixth avenue to Tenth avenue.....	.672	.672	.....	1.344
42d street, Tenth avenue to North river.....	.350	.350	.025	.725
Second Street, Avenue A to Avenue B ⁴.....	.070	.....	.....	.070
Avenue A, 1st street to 8th street.....	.341	.289	.....	.630
Avenue A, 8th street to 10th street ⁵.....	.047	.047	.006	.100
Avenue A, 10th street to 14th street.....	.203	.203	.....	.406
14th street, Avenue A to Fourth avenue.....	.572	.572	.013	1.157
Tenth avenue, 42d street to 34th street ⁶.....	.199	.199	.....	.398
42d street, Eleventh avenue to North river ⁷.....	.....	.....	.009	.009
1st street, Avenue A to Norfolk street.....	.048	.....	.....	.048
Houston street, Goerck street to Lewis street ⁸.....	.024	.....	.....	.024
Cannon street, Houston street to Broome street.....	.335	.....	.....	.335
Goerck street, Grand street to Houston street ⁶.....	.199	.....	.....	.199
2d street, Lewis street to Avenue D ⁶.....	.046	.....	.....	.046
2d street, Avenue D to Avenue B.....	.283	.....	.....	.283
Total.....	3.389	2.332	.053	5.774
Car-house track.....				.527
Grand total.....				6.301

Depot and car-house at Twelfth avenue, 42d to 43d streets.

Officers.—President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary and Assistant Treasurer, H. M. Fisher; Treasurer and Assistant Secretary, J. H. Campbell; Auditor, E. F. J. Gaynor; General Counsel, Richard Reid Rogers.

Directors.—J. H. Campbell, H. M. Fisher, Caleb F. Fox, E. F. J. Gaynor, W. Leon Pepperman, Geo. W. Young, F. H. Smith, H. H. Vreeland, Charles E. Dunlop.

Main Business Office.—165 Broadway, New York City.

Report verified by H. H. Vreeland, President, September 29, 1916.

³ [In addition the lessee reports the payment of \$137 corporate expenses, direct to security holders.]

⁴ This company's half of track jointly owned with Dry Dock, East Broadway and Battery Railroad Co.

⁵ This company's half of track jointly owned with Christopher and Tenth Street Railroad Co.

⁶ This company's half of track jointly owned with Belt Line Railway Corp.

⁷ This company's half of track jointly owned with 42d Street, Manhattanville and St. Nicholas Avenue Railway Co.

THE FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY

History.— Incorporated August 29, 1878, under the General Railroad Law of 1850. [Operation commenced August 9, 1884. Stock control was obtained by Third Avenue Railroad Company in November, 1895. The company was in the hands of a receiver from March 19, 1900, to April 12, 1901. In February, 1902, the property of this company was included by Third Avenue Railroad Company in its lease to the Metropolitan Street Railway Company, and, following the receivership of the latter company and the abrogation of the Third Avenue lease, Frederick W. Whitridge was appointed receiver, February 1, 1908. In accordance with an order of the U. S. Circuit Court, the company resumed operation of its property, March 1, 1912, and on September 11, 1912, the receiver was discharged.]¹

Under its plan of reorganization, Third Avenue Railway Company acquired control of respondent on January 1, 1912, through purchase of a majority of the capital stock.

Stockholders and Members.— Total voting powers of all members, 25,000.² Third Avenue Railway Co. controls respondent through ownership of 24,700 shares.³ Certificates stand in the name of the Central Trust Co., trustee under the first refunding mortgage of Third Avenue Railway Co.; which nominates persons to whom the trustee issues proxies. At the last general meeting, January 11, 1916, E. A. Maher cast 24,712 votes — 24,700 in behalf of corporate members, 11 in behalf of individual members, and 1 in behalf of himself.

Important Changes during the Year.— One cross-over was removed in Forty-second street, making a decrease in sidings of .012 miles. Special work, also, was removed at Tenth avenue and double connecting cross-overs installed, making a net increase of .002 miles, each, in first and second track. There was also a change in the Queensboro Bridge loop owned by the City of New York.

An agreement was made September 9, 1915, with the Union Railway Co. for the use by that company of respondent's track on Manhattan street, Twelfth avenue and West 129th street. No new powers or franchises were acquired.

BALANCE SHEET

ASSETS SIDE			
June 30, 1915		June 30, 1916	Increase or (D) decrease
\$66,064 65	Cash.....	\$77,692 65	\$11,628 00
83,951 55	Special deposits.....	63,823 53	D 20,128 02
1,582 31	Accounts receivable.....	442 83	D 1,139 48
47,577 96	Interest and dividends receivable.....	78 09	D 7,499 87
6,000 00	Miscellaneous investments.....	6,000 00	.....
11,834,225 76	" Fixed Capital, December 31, 1908 ".....	11,808,861 26	D 25,364 50
	Fixed capital installed since 1908:		
2,634 90	Intangible street railway capital.....	2,634 90	.....
771,396 84	Tangible street railway capital.....	803,079 26	31,682 42
12,608,257 50	Total fixed capital — gross.....	12,614,575 42	6,317 92
234,360 00	Less accrued amortization of capital.....	267,840 00	\$3,480 00
12,373,897 50	Total fixed capital — net.....	12,346,735 42	D 27,162 08
108 85	Construction in process.....	12,406 76	12,297 91
7,101 97	Advances to associated companies.....	12,338 08	5,236 11
13,806 27	Prepayments.....	26,484 48	12,678 21
18,704 00	Other suspense.....	.....	D 18,704 00
<u>\$12,578,795 06</u>	<u>Total.....</u>	<u>\$12,546,001 84</u>	<u>D \$32,793 22</u>

¹ From documents on file with the Commission. See also, Documentary History, in Annual Report, 1913 Vol. V, pp. 427-439, and chart No. 2.

² "According to the records of the transfer agent, the total number of shares of stock outstanding is 24,949; the ledger shows 25,000 shares outstanding. The records of the transfer agent are not sufficiently convincing to justify a change in the ledger figures." Letter of Reune Martin, Auditor, December 15, 1915.

³ [The report of the Third Avenue Railway Company shows ownership of 24,713 shares].

⁴ Included \$7,500 interest due from Dry Dock, East Broadway and Battery R. R. Co.

⁵ Installing door-operating device on various cars, \$108.50; paving Forty-second street between Tenth and Eleventh avenues, \$12,297.91.

ABSTRACTS OF RETURNS OF COMMON CARRIERS 611

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company

BALANCE SHEET — *Concluded* LIABILITIES SIDE

June 30, 1915		June 30, 1916	Increase or (D) decrease
\$80,675 14	Taxes accrued.....	\$82,709 07	\$2,033 93
1,487,000 00	Matured funded debt unpaid ⁶	1,487,000 00	.....
68,047 44	Working advances due associated com- panies.....	308,924 46	240,877 02
9,093 05	Miscellaneous accounts payable.....	6,946 84	D 2,146 21
315,490 00	Interest accrued on funded debt.....	20,090 00	D 295,400 00
65,916 56	Interest accrued on unfunded debt.....	15,694 40	D 50,222 16
5,381 51	Due for wages and salaries.....	7,645 43	2,263 92
2,259 99	Other unfunded debt.....	2,298 59	38 60
1,200,000 00	Mortgage bonds.....	1,200,000 00	.....
6,391,967 44	Construction advances due associated companies.....	6,415,152 98	23,185 54
2,500,000 00	Common stock ⁷	2,500,000 00	.....
452,963 93	Corporate surplus.....	499,540 07	46,576 14
\$12,578,795 06	Total.....	\$12,546,001 84	D \$32,793 22

Contingent Liabilities.— Judgments on appeal, \$12,800.

Valuation of Property for Purposes of Taxation

	Gross value	Same less depreciation
Valuation as of June 30, 1916, filed by respondent:		
Real property outside streets and public places.....	\$692,275	\$603,582
Real property in streets — tangible.....	2,606,183	1,447,911
Tangible personal property.....	557,712	429,624
<hr/>		
Assessed valuation for 1916 taxes:		Manhattan Borough
Real property outside streets and public places.....		\$480,000
Real property (tangible and intangible) in streets.....		5,022,000
Tangible personal property.....		5,000

DETAILS OF ASSETS AND LIABILITIES "Fixed Capital, December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Engineering and superintendence.....	\$72,708 92	.....	\$72,708 92
Right of way.....	2,219,977 85	.....	2,219,977 85
Track and roadway construction.....	5,466,063 69	\$23,200 00	5,442,863 69
Electric line construction.....	3,309,772 28	2,164 50	3,307,607 78
Buildings and fixtures used in operation of road Cars.....	142,835 50	.....	142,835 50
Miscellaneous equipment.....	95,710 62	.....	95,710 62
Organisation.....	122,274 15	.....	122,274 15
Interest and discount.....	30,485 18	.....	30,485 18
Miscellaneous.....	256,435 80	.....	256,435 80
	117,961 77	.....	117,961 77
Total.....	\$11,834,225 76	\$25,364 50	\$11,808,861 26

Details of Capital Withdrawn.— One-half of estimated cost of one crossover (slot construction) removed from Broadway between 65th and 66th streets. Joint ownership with New York Railways Co., \$2,800; estimated cost of one crossover (slot construction) removed from 42d street and Depew place, \$4,700; estimated cost of double connecting curves from north to east, removed from 42d street and Tenth avenue, \$15,700; estimated cost of 2,886 feet of 1,000,000 c/m D. C. cable removed from 25th street between Third avenue and sub-station, \$2,164.50; total, \$25,364.50.

⁶ [Report of Third Avenue Ry. Co. shows that entire amount is held by that company.]

⁷ See note 2.

612 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company
Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchises.....				\$100 00
Other intangible street railway capital				2,534 90
Grading.....	\$968 40			5,290 43
Ties.....				1,381 44
Rails, rail fastenings and joints....	719 73			11,666 33
Special work.....	16,831 99			66,957 44
Underground construction.....	965 40			17,955 54
Track laying and surfacing.....	3,367 57			33,643 90
Paving.....	1,483 46			8,163 06
Roadway tools.....				81 39
Underground conduits.....	12 50			1,000 09
Transmission system.....				2,635 56
Distribution system.....	5,861 46			26,214 86
Shops and car houses.....				110,603 85
Sub-station equipment.....				17,207 58
Revenue cars.....	600 00			295,639 71
Electrical equipment of cars.....				198,251 17
Other rail equipment.....				3,098 71
Engineering and superintendence... ..	315 91			1,091 33
Law expenditures during construction				1,750 00
Miscellaneous construction expendi- tures.....	56 00			446 87
Total.....	\$31,682 42			\$805,714 16

Details of Expenditures for Improvements.— Installing double connecting curves from north to west on Forty-second street and Tenth avenue; total cost, \$26,286.92. Installation of 3,197 feet of 1,000,000 c/m duplex concentric cable, 2,995 feet on 53d street and 202 feet on 26th street; total cost, \$4,795.50. Installation of four terminal clocks in connection with coasting time recorders; total cost, \$609; total expenditures, \$31,682.42.

Miscellaneous Investments.— New York City 4½% 50-yr. gold exempt corporate stock, on deposit with State Industrial Commission: Par value, cost, and amount at which carried on books, \$5,500; income accrued during year, \$233.88. New York City 4% 50-yr. gold exempt corporate stock, on deposit with the City of New York as security for franchise: Par value, cost and amount at which carried on books, \$500; income accrued during year, \$20. Total: Par value, cost and amount at which carried on books, \$6,000; income accrued during year, \$253.88.

Advances to Associated Companies.— Mid-Crosstown Railway Co., Inc., \$12,301.77; Receiver, Dry Dock, East Broadway and Battery R. R. Co., \$36.31; total, \$12,338.08.

Special Deposits.— Coupon special deposits, \$90; interest and taxes, \$63,733.50; total, \$63,823.53.

Prepayments.— Prepaid taxes, \$23,515.27; prepaid insurance, \$2,969.21; total, \$26,484.48.

Particulars of Stock and Funded Debt	Securities		
	Stock	First mortgage bonds	Second mortgage bonds
Nominal date of issue.....	————	Mar. 1, 1910	July 1, 1885
Date of maturity.....	————	Mar. 1, 1940	Jan. 1, 1915
Interest, rate and dates.....	————	5%, Mar.-Sept.	6% as earned
Denominations.....	1 share = \$100	\$1,000	\$1,000
Authorized by company.....	\$2,500,000	1,200,000	1,600,000
Authorized by public authority.....	2,500,000	1,200,000	1,600,000
Actually issued, prior to year.....	2,500,000	1,200,000	1,600,000
Cash realized.....		(⁹)	(⁹)
Property consideration.....	(⁹)	(¹⁰)	(¹⁰)

⁸ Cash realized on both first and second mortgage bonds, \$133,400.
⁹ Issued on account of construction.
¹⁰ Cash value of property and services as consideration of both first and second mortgage bonds, \$2,666,600.

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company**Securities—Concluded**

Particulars of Stock and Funded Debt	Stock	First mortgage bonds	Second mortgage bonds
Reacquired and retired.....	\$113,007
Actually outstanding.....	\$2,500,000	\$1,200,000	1,487,000
Interest accrued and dividends declared.....	60,000	89,220
Interest charged to income.....	60,000	89,220
Interest and dividends paid.....	60,000	414,360
Interest and dividends not due.....	20,000	.....
Interest and dividends matured and unpaid....	90	14,870
Trustee under mortgage.....	Union Trust Co.	Union Trust Co.

Bills and Accounts Owing to Associated Companies.—Working advances: Balance of current account for power, labor, material, etc., Third Avenue Ry., \$270,611.01; Belt Line Ry., \$22,617.72; Third Avenue Bridge Co., \$14,735.53; Union Railway Co., \$960.20; total, \$308,924.46.

Construction advances: Third Avenue Ry., 4% demand note, \$6,391,967.44; 5% demand note, \$23,185.54; total, \$6,415,152.98. Interest accrued, \$256,503.12; paid, \$276,985.28.

Taxes Accrued.—See schedule supporting Income Statement.

Reserves.—Accrued amortisation of capital: Balance, June 30, 1915, \$234,360; credit for the six months ended Dec. 31, 1915, at the rate of \$5,580 per month, \$33,480; balance, June 30, 1916 \$267,840.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue.....	\$1,929,296 27	\$33,918 49
Other operating revenue.....	36,147 53	D 3,588 61
Total operating revenue.....	\$1,965,443 80	\$30,329 88
Operating expenses:		
Maintenance of way and structures.....	\$136,051 01	\$18,023 26
Maintenance of equipment.....	82,782 38	D 7,482 19
Depreciation ¹¹	33,480 00	D 33,480 00
Power.....	175,686 24	D 1,925 08
Operation of cars.....	399,769 13	2,002 48
Injuries to persons and property.....	83,836 89	D 9,778 53
Other general expenses.....	57,296 28	D 145 20
Total operating expenses.....	\$968,901 93	D \$32,785 26
Taxes accrued.....	138,308 32	19,025 27
Total revenue deductions.....	\$1,107,210 25	D \$13,759 99
Operating income.....	\$858,233 55	\$44,089 87
Non-operating income: Interest on bank balances, \$2,229.52; on N. Y. City corporate stock, \$253.88; on deposit with Third Avenue Ry. Co., to pay interest and taxes, \$1,636.64.....	4,120 04	568 90
Gross income applicable to corporate and leased properties....	\$862,353 59	\$44,658 77
Deductions from gross income:		
Interest on funded debt.....	\$60,000 00	D \$44,610 00
Other interest deductions: Interest on demand notes, \$256,503.12; on matured funded debt, \$89,220.....	345,723 12	45,434 40
Normal tax on coupon interest assumed.....	27 50	.....
Rent deductions: Track and terminal privileges, \$24,212.50; hire of equipment, \$72,026; miscellaneous, \$60,677.61..	156,916 11	62,726 70
Total income deductions.....	\$562,666 73	\$63,551 10
Net corporate income.....	\$299,686 86	D \$18,892 33

¹¹ [So reported by company. See details under "Depreciation."]

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The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company

CORPORATE SURPLUS		Amount
Surplus, June 30, 1915.....		\$452,963 93
Balance, transferred from income account.....		299,683 83
		<hr/>
Total credits.....		\$752,650 79
Writing off "Fixed capital, December 31, 1908":		
Estimated cost of one crossover removed from Broadway about October, 1913. Amount applicable, including paving, \$6,000; less cost of paving restored, \$400; less one-half owned by New York Railways, \$2,800.....	\$2,800 00	
Estimated cost of 553 feet of 1,000,000 c/m D. C. cable withdrawn from service in 25th street, \$414.75; less proceeds from its sale, \$311.39.....	103 36	
Estimated cost of two double-track connecting curves (D. T. slot) removed from Tenth avenue and 42d street, each \$8,000, less straight track replaced, \$1,500, and paving replaced, \$400, \$14,100; 75-ft. track connecting these curves, including paving, \$1,600; less scrap value, \$411.87.....	15,288 13	
Estimated cost, exclusive of paving, of one 9-inch cross-over (slot) removed from Depew Place, \$3,000; less straight track replaced, \$1,000 and paving replaced, \$300; less scrap value, \$76.89.....	4,623 11	
Third Avenue Ry. Co., for claim against this company by Receiver, Central Park, North and East River R. R. Co.—settled by Third Avenue Ry. Co.—covering joint maintenance on Tenth avenue and power supply, track rental and joint maintenance on 59th street, Second to Third avenues.....	4,821 12	
Belt Line Railway Corporation, for housing cars from January 1, 1914, to June 30, 1915.....	10,800 00	
Third Avenue Railway Co., for housing cars from January 1, 1912, to June 30, 1915.....	214,660 00	
Correcting error in crediting chartered car account in prior period	15 00	
		<hr/>
Total deductions from surplus.....		253,110 72
		<hr/>
Surplus, June 30, 1916.....		\$499,540 07
		<hr/>

Operating Revenue.— For details, see Table XIII.

Operating Rents Receivable.— Rent of land and buildings: Property at 118 E. 42d street, \$8,000.04; sign space at 619 W. 129th street (Interborough Sign Co.), \$210; use of ducts, N. Y. Railways Co., \$318.11; use of ducts, Interborough Rapid Transit Co., \$34.38; total, \$8,562.53.

Rent of equipment: From Mid-Croastown Ry. Co., cars at \$1.50 per day, July 1, 1915, to June 30, 1916, \$6,405.

Advertising privileges: Proportion of advertising contract made by Third Avenue Ry. Co. with N. Y. City Car Advertising Co., \$21,180.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of June 29, 1909, the Receiver of Third Avenue Railroad Co. filed a rule which provided that a lump sum of \$300,000 per annum should be charged for depreciation by the four companies (Third Avenue, Dry Dock, Forty-second Street and Union) making up the principal lines of the Third Avenue system, without itemization. In 1916 this company charged to an account called "Depreciation," \$33,480, at the rate of \$5,580 per month for the six months ending December 31, 1915, making no division between "Depreciation of Way and Structures" and "Depreciation of Equipment."¹²

¹² [In Table XIV this company's charges are entered under "Depreciation of Equipment"]

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company

Power Bought.— From Third Avenue Ry. Co.: 443,790 kw. hrs., A. C., at 1 cent per kw. hr. \$4,437.90; 13,305,586 kw. hrs., D. C., at 1.2 cents per kw. hr., \$159,667; total, \$164,104.90.

Joint Facilities.— Charged to maintenance of way and structures: N. Y. Railways Co., maintenance of special work at intersections, \$9,585.55; Third Avenue Ry. Co., track on Third avenue, 42d street to 60th street, \$4,112.11; New York & Queens Co. Ry., maintenance of special work, \$6.57; total, \$13,704.23. Charged to maintenance of equipment: Third Avenue Ry. Co., on Tenth avenue line, Manhattan street to West 42d street ferry, \$15,164.64. Operation of cars: Dr., Third Avenue Ry. Co., Tenth avenue line, from Manhattan street to 161st street, \$5,510.31; Cr., for services of motormen and conductors on the cars, \$19,837.30; net credit to Operation of cars, \$14,376.99.

Taxes

Class of Taxes	Amount levied and paid	Charged to income	Due and unpaid
Land.....	\$6,785 30	\$6,437 93	.....
Improvements on land.....	2,907 98	2,759 11	.....
Special franchise ¹²	31,028 12	16,738 78	¹⁴ \$12,141 43
Personal property.....	102 00	97 75	.....
Use of Queensboro bridge ¹⁵	7,598 70	7,606 85	.....
Gross earnings — city.....	79,398 93	81,111 72	.....
Gross earnings — state.....	19,320 82	19,633 81	.....
Federal income.....	3,922 37	3,922 37	.....
Total.....	\$151,064 22	\$138,308 32	\$12,141 43

Miscellaneous Rent Deductions.— Track and terminal privileges: Receiver, Dry Dock, East Broadway and Battery R. R. Co., on 34th street, First avenue to East river, \$50; Belt Line Railway Corporation, tracks on 59th street, \$1,500; Third Avenue Ry. Co., tracks on Third avenue, 42d street to 60th street, \$13,772.40; Third Avenue Bridge Co., tracks on 53th and 60th streets, \$8,890.10; total, \$24,212.50.

Hire of equipment: Third Avenue Ry. Co., rent of cars, \$71,844, whereof \$69,540 for 95 revenue cars at \$2 per day and \$2,304 for service cars at \$1 per day. Union Railway Co., 2 service cars at \$1 per day, \$182; total, \$72,026. Miscellaneous: Third Avenue Ry. Co., housing of cars, \$48,860; Belt Line Railway Corporation, \$11,400; New York Railways Co., use of ducts, \$417.61; total, \$60,677.61.

DESCRIPTION OF ROAD AND EQUIPMENT
MILES OF ROAD AND TRACK, JUNE 30, 1916

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	All running track	Increase or (D) decrease ¹⁶
<i>Electrically operated surface line, underground-contact</i>					
<i>Road owned by respondent under title in perpetuity</i>					
42d street, East river to Lexington avenue....	.464	.464	.034	.962	.....
*42d street, Lexington avenue to Park avenue ¹⁷	.097	.097	.....	.194	D.012
42d street, Park avenue to Madison avenue..	.020	.021	.....	.041	.....
*42d street, Park avenue to Madison avenue ¹⁸	.075	.074	.....	.149	.....
42d street, Madison avenue to North river...	1.329	1.329	.048	2.706	.....
42d street, connecting curves, at Third avenue..	.026	.019	.....	.045	.....
42d street, connecting curves, at First avenue.	.017	.017	.....	.034	.....
First avenue, 34th street to 42d street ¹⁹.....	.377	.377	.....	.754	.....
*Seventh avenue, 42d street to 45th street ²⁰ ..	.120	.121	.012	.253	.....

* Indicates joint ownership or operation. Detail footnotes are given for each item.
¹² Includes special franchise, Third Avenue Bridge Co.; amount levied and paid, \$1,128.78.
¹⁴ For the years 1911 and 1912 exclusive of interest, \$3,697.93. The assessment on which these taxes are based is in litigation.
¹⁵ Includes use of single track at 60th street and Second avenue; amount levied, paid and charged to income, \$100.
¹⁶ Changes from 1915 figures not accounted for in the schedule are due to remeasurement and reclassification.
¹⁷ Joint franchise with New York and Harlem R. R. Co.; joint operation with New York Railways Co.
¹⁸ Joint franchise with New York and Harlem R. R. Co.; joint operation with New York Railways Co. The New York Railways Co. reports this track as owned by the New York and Harlem R. R. Co.
¹⁹ Joint franchise and joint operation with Belt Line Railway Corporation.
²⁰ Joint franchise with Broadway and Seventh Avenue R. R. Co.; joint operation with New York Railways Co. Reported by New York Railways Co. as owned by Broadway and Seventh Avenue R. R. Co.

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The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company DESCRIPTION OF ROAD AND EQUIPMENT — Continued MILES OF ROAD AND TRACK, JUNE 30, 1916

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	All running track	Increase or (D) decrease ^m
<i>Electrically operated surface line, underground-contact</i>					
<i>Road owned by respondent under title in perpetuity</i>					
Seventh avenue, connecting curves at 42d street, east to north.....	.019	.018	.....	.037	.....
Broadway, 45th street to 65th street.....	1.085	1.093	.012	2.190	.....
*Broadway, 65th street to 71st street ²¹.....	.363	.366	.....	.729	.....
Broadway, 71st street to 125th street.....	2.754	2.743	.019	5.516	.....
*Broadway, 125th street to Manhattan street ²².....	.141	.138	.....	.279	.....
Broadway, connecting curves at Manhattan street.....	.037	.039	.....	.076	.....
*Tenth avenue, 42d street to 59th street ¹⁹.....	.820	.820	.012	1.652	.....
Tenth avenue, connecting curves at 42d street.....	.024	.022	.....	.046	.004
Amsterdam avenue, 59th street to 71st street.....	.619	.604	.012	1.235	.....
*Manhattan street, 125th street to Twelfth avenue ²³.....	.504	.432	.068	1.004	.....
Total underground contact.....	8.891	8.794	.217	17.902	D.006
<i>Storage battery lines</i>					
<i>Road owned by respondent under title in perpetuity</i>					
Hancock place, Manhattan street to St. Nicholas avenue.....	.152	.152	.012	.316	.....
St. Nicholas avenue, Hancock place to 110th street.....	.817	.818	.....	1.635	.....
110th street, St. Nicholas avenue to East river..	.974	.956	.022	1.952	.....
Total storage battery lines.....	1.943	1.926	.084	3.903	.....
Total owned under title in perpetuity....	10.834	10.720	.251	21.805	D.006
<i>Road owned by respondent under limited term franchise</i>					
129th street, Twelfth avenue to Manhattan street.....	.068	.....	.....	.068	.....
Twelfth avenue, 129th street to Manhattan street.....	.063	.051	.....	.114	.....
Total owned under limited term franchise	.131	.051	.....	.182	.....
<i>Road occupied under trackage rights from associated companies</i>					
<i>Dry Dock, East Broadway and Battery R. R. Co.:</i>					
34th street, East River to First avenue.....	.065	.065	.024	.154	.....
<i>Third Avenue Railway Co.:</i>					
Third avenue, 42d street to 60th street.....	.851	.828	.....	1.679	.....
Third avenue, 59th street to 60th street, S. B. ....	.....	.023	.....	.023	.....
Manhattan street, entrance tracks to car barn .....	.....	.....	.034	.034	.....
<i>Third Avenue Bridge Co.:</i>					
59th street, Third avenue to Queensboro bridge.....	.164	.....	.028	.192	.....
60th street, Third avenue to Queensboro bridge.....	.206	.....	.023	.229	.....
<i>Road operated under trackage rights from the City of New York:</i>					
Queensboro bridge.....	1.629	1.584	.062	3.275	.011
Total trackage rights.....	2.915	2.500	.171	5.586	.011
Total operated.....	13.880	13.271	.422	27.573	.003
Whereof owned ²⁴	9.505	9.343	.199	19.047	D.006
Whereof maintained.....	10.252	10.055	.233	20.540	D.006
Whereof trackage rights and joint track maintained by others.....	3.628	3.216	.189	7.033	.011
Track in carhouses, shops and yards.....					

* Indicates joint ownership or operation. Detail footnotes are given for each item.

¹⁹ Joint franchise and operation with Belt Line.

²¹ Joint franchise with Ninth Avenue R. R. Co.; joint operation with New York Railways Co. Reported by New York Railways Co. as owned by Ninth Avenue R. R. Co.

²² Joint franchise with Metropolitan Street Railway Co.

²³ Joint franchise and joint operation with Third Avenue Railway Co.

²⁴ Figures on this line were computed by the Bureau of Statistics of this Commission.

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company
*Details of Track, Roadway and Electric Line Construction*¹⁶

Item	Added during year	Removed during year	At close of year
Ballast:			
Miles of track laid on concrete construction.....	.....	0.010	21.987
Ties: ¹⁷			
Number of wood ties, treated.....	11	.....	11
Number of wood ties, untreated.....	.....	11	10,285
Miles of track laid on ties.....	.....	.....	3.90
Rail ¹⁸ (Miles of track):			
7-inch 91-lb. girder.....	.....	0.072	1.633
7-inch, 100-lb. girder.....	.....	.....	0.074
7-inch, 104-lb. girder.....	.....	0.012	0.220
7-inch, 110-lb. girder.....	.....	0.012	0.176
9-inch, 106-lb. girder.....	.....	.....	1.460
9-inch, 107-lb. girder.....	0.072	0.248	0.887
9-inch, 109-lb. girder.....	.....	0.800	11.795
9-inch, 122-lb. girder.....	1.064	0.002	5.743
Rail joints (Miles of track):			
Bolted plates.....	0.252	0.262	11.296
Cast.....	.....	0.410	9.394
Electric weld.....	0.80	0.648	0.856
Thermit weld.....	0.258	.....	0.441
Paving (Miles of track):			
Wood block.....	.....	0.072	2.182
Granite block.....	0.867	0.805	11.424
Asphalt.....	0.206	0.206	8.381
Underground conduits (Duct miles):			
Tile.....	.....	0.04	214.57
Cement lined.....	.....	.....	170.76
Transmission cables — underground (Voltage, 6,600) (Miles):			
3 conductor, No. 2.....	.....	.....	0.97
Distribution cables — underground (Voltage, 600) (Miles):			
1,000,000 C. M.....	.....	0.204	44.594
500,000 C. M.....	.....	.....	11.283
1,000,000 concentric.....	0.605	.....	0.605

Cars.— Number of revenue cars owned, 96; leased, 95; total, 191. Non-revenue cars: Owned, sweepers, 1 gas electric and 1 storage battery; leased, 15 (scrapers, 2; sand cars, 2); work cars, 2; sweepers, 9, of which 2 are storage battery; total, 17 cars installed during year; Revenue, 2 storage battery; service, 12. For details, see Table II.

Power Plant Equipment.— See Table III.

Miscellaneous.— Car houses, 1; transfer points, 22 (with own cars, 7; with cars of associated companies, 13; with cars of foreign companies, 2).

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Revenue passengers, 39,222,533 (whereof 5-cent, 37,629,264; 3-cent, 1,593,269); transfers, 8,986,867; free, no record. **Car Miles.**— Revenue, 4,060,456 (whereof passenger, active, 4,022,983; idle, 37,422; special, 5); non-revenue, 20,189. **Car-Seat Miles.**— 195,446,630. **Car Hours.**— 573,653. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— Persons killed, 6; serious injuries, 29; minor injuries, 737. Total amount paid on account of injuries and damages that occurred during the year, \$30,385.38; on account of accidents that occurred in prior periods, \$21,887.46. For details of accidents, see Tables X and XI.

Employees and Wages.— Statistics of this company have been consolidated with those of all other companies in the Third Avenue Railway System and a combined statement given in Table XII.

¹⁶ Changes from 1915 figures not accounted for in the schedule are due to remeasurement and reclassification.

¹⁷ Laid during year, 165.69 gross tons; total cost, \$7,003.98; salvage \$1,847.33; charged to operating expenses, \$4,441.92; charged to additions and betterments, \$719.73.

¹⁸ Cost of 11 ties laid during year at distributing point, \$11, charged to operating expenses.

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company

Officers.— President, F. W. Whitridge; Vice-President and General Manager, E. A. Maher; Secretary, S. E. Martin; Assistant Secretary and Assistant Treasurer, J. F. Feely; Treasurer, A. D. Sage; Auditor, Reune Martin; Assistant General Manager, E. A. Maher, Jr.

Directors.— F. W. Whitridge, E. A. Maher, J. F. Feely, G. W. Davison, E. M. Burghard, Adrian Iselin, Jr., W. E. Roosevelt, H. Bronner, A. W. Scholle, J. H. Seaman, J. W. Platten, F. H. Shipman, L. F. Strauss.

Main Business Office.— 2396 Third Avenue, New York City.

Report verified by Edward A. Maher, Vice-President and General Manager, September 29, 1916.

THE GLENDALE AND EAST RIVER RAILROAD COMPANY

LESSOR (STEAM RAILROAD)

History.— Incorporated March 26, 1874, under the General Railroad Law of 1850. The road and right-of-way are held by the New York, Brooklyn and Manhattan Beach Railway Company under a lease [for 100 years, dated April 3, 1878, on the basis of a nominal rental of \$1 per year. The Long Island Railroad Company now operates over this road].¹ The New York, Brooklyn and Manhattan Beach Railway Company holds control over respondent through the ownership of the entire capital stock outstanding, represented by assignments of subscriptions for stock; no certificates have been actually issued.

Stockholders and Members.— Each holder of \$100 par value of capital stock is entitled to one vote. The only record in the possession of the present officers of the respondent, indicative of the stockholders thereof entitled to vote at its annual meetings, shows a total voting power of 225, held as follows: C. L. Addison, 150; A. T. Beiter, 7; William F. Brown, 4; Frank E. Haff, 2; A. B. Bierck, 10; Joseph F. Keany, 2; Ralph Peters, 50.

Important Changes during the Year.— None. No new powers or franchises were acquired.

BALANCE SHEET			
June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$176,626 39	Investment in road and equipment.....	\$176,576 39	D \$50 00
37 00	Cash.....	88 00	51 00
7,460 00	Discount on capital stock.....	7,460 00	.....
<u>\$184,123 39</u>	<u>Total.....</u>	<u>\$184,124 39</u>	<u>\$1 00</u>
LIABILITIES SIDE			
\$7,460 00	Capital stock — subscriptions.....	\$7,460 00	.....
76,626 39	Advance for, construction due to lessee.....	76,626 39	.....
100,000 00	Funded debt matured unpaid.....	100,000 00	.....
37 00	Corporate surplus.....	38 00	\$1 00
<u>\$184,123 39</u>	<u>Total.....</u>	<u>\$184,124 39</u>	<u>\$1 00</u>

Fixed Capital, June 30, 1907.— [Engineering, \$7,040.40; land, land damages and fences, \$84,195.14; grading, \$19,548.01; superstructures, \$49,783.83; station buildings and fixtures, \$11,409.66; shops, engine houses and turntables, \$4,649.35; total, \$176,626.39].²

Details of Capital Withdrawn.— Consideration in full, \$50, for strip of property 2½ feet by 25 feet, in rear of Richardson street, 150 feet east of Graham avenue, Brooklyn.

Stock.— Common, authorized, 5,000 shares of \$100 par value each, none issued; amount subscribed for, 971 shares; cash realized on amount subscribed for, \$7,460.

Funded Debt.— Mortgage on all property rights, privileges, etc. to Wm. F. Brown, Substitute Trustee, date of mortgage, Jan. 12, 1877; amount, \$100,000. The road originally constructed was 2.19 miles, all of which save 0.37 miles of track has been taken up.

Income Account.— Rent accrued from lease of road, \$1; net corporate income, \$1; surplus, June 30, 1915, \$37; surplus, June 30, 1916, \$38.

Officers.— President, Ralph Peters; Vice-President, C. L. Addison; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock; General Solicitor, Joseph F. Keany; Comptroller, C. M. Bunting; General Auditor, A. B. Bierck.

Directors.— C. L. Addison, A. T. Beiter, Wm. F. Brown, Frank E. Haff, A. B. Bierck, Jos. F. Keany, Ralph Peters.

Main Business Office.— Broad Street Station, Philadelphia, Pa.

Report verified by Ralph Peters, President, January 12, 1917.

¹ From documents on file with the Commission.

² Report of 1914.

HUDSON AND MANHATTAN RAILROAD COMPANY

History.—Incorporated under the general railroad laws of New York and New Jersey, December 6, 1903, as a consolidation of New York and Jersey Railroad Company, Hudson and Manhattan Railroad Company of New York, and Hoboken and Manhattan Railroad Company of New Jersey [the latter company being a consolidation of the Hudson and Manhattan Railway Company (New Jersey) and the Hoboken and Manhattan Railroad Company (New Jersey)].¹ The company owns and operates an interurban and street railway, and also the Hudson Terminal buildings located at 30 and 50 Church street, New York City, as well as real estate adjacent thereto.

Respondent controls the Tunnel Advertising Company through ownership of its capital stock.

Felix Warburg, Charles Francis Adams, 2d, and Albert H. Wiggin, as voting trustees under a voting trust agreement (applicable to the preferred and common stock) dated August 21, 1913, and expiring August 21, 1918, have the right to exercise the major part of the voting power.²

Stockholders and Members.—Total voting powers of all members of the company on March 22, 1916, 452,313, each holder of \$100 par value of capital stock having one vote. Total number of stockholders, 92, of whom 48, having 399,550 votes, reside in New York State. Total votes cast at the last general meeting, April 12, 1916, 437,274, all of which were cast by A. J. Hemphill, proxy, 5 in behalf of himself, 2,085 in behalf of individual members, and 435,184 in behalf of voting trustees.

[The holders of adjustment income bonds have the right, under the voting trust agreement dated August 21, 1913, to approve or nominate one less than a majority of the board of directors to be elected by the voting trustees, in case interest on these bonds at the rate of 5 per cent per annum is not paid in full in any one year.]

Important Changes during the Year.—Work of waterproofing and bonding tunnels was in progress. First lien and refunding 5 per cent bonds to the par value of \$327,000, were sold at 80 to reimburse the company's treasury for past expenditures for capital purposes. (Authorization by Public Service Commission, September 17, 1915, Case No. 1973). Thereafter these bonds were repurchased by the company at 80 and accrued interest for property amortization fund and debt discount amortization fund. First lien and refunding mortgage 5 per cent bonds to the par value of \$13,400 were purchased out of proceeds of sale of certain easements in the real estate adjacent to the Hudson Terminal Building and retired. Of these bonds, \$12,000 par value were purchased at 73; \$1,000 at 72½ and \$400 at 74. A payment of \$5,000 was made on a mortgage for \$36,000 on 183 Greenwich street. Car purchase installments were discharged as follows: Under agreement No. 1, \$92,000; No. 2, \$50,000; No. 3, \$42,000.

No additional powers or franchises were acquired.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
	Current assets:		
\$994,856 74	Cash.....	\$893,642 87	D \$101,213 87
673,046 44	Special deposits.....	901,361 05	228,314 61
7,806 42	Bills receivable—time.....	4,267 26	D 3,539 16
106,822 55	Accounts receivable.....	113,562 82	6,740 27
1,891 20	Interest and dividends receivable.....	842 38	D 1,048 82
292,683 00	Materials and supplies.....	352,025 63	59,342 63
12,500 00	Miscellaneous investments.....	12,500 00	.....
102,020,652 85	" Fixed Capital, Dec. 31, 1908 ".....	102,004,133 68	D 16,519 17
	Fixed capital installed since 1908:		
566,845 88	Street railway land.....	566,845 88	.....
15,129,986 28	Tangible street railway capital.....	15,257,312 85	127,326 57
2,803,913 57	Fixed capital—other departments...	2,793,214 35	D 10,699 22
120,621,393 68	Total fixed capital—gross.....	120,621,506 76	100,108 18
918,211 89	Less accrued amortization.....	1,108,139 35	189,927 46
119,603,186 69	Total fixed capital—net.....	119,513,367 41	D 89,819 28
29,747 14	Temporary advances to Tunnel Advertising Co.....	40,593 27	10,846 13
151,237 55	Prepayments.....	178,089 48	26,851 93
3,667,794 71	Unamortized debt discount and expense..	3,686,383 60	18,588 89
927 18	Other suspense.....	.....	D 927 18
<u>\$125,542,499 62</u>	<u>Total.....</u>	<u>\$125,696,635 77</u>	<u>\$154,136 15</u>

¹ From documents on file with the Commission. See also Documentary History, in Annual Report, 1913, vol. V, pp. 494-498, and chart No. 6.

² The company reports: "We are informed that as of June 30, 1916, Hudson Companies held Voting Trust Certificates representing 23,076.1375 shares of the preferred stock, and 251,712.0875 shares of the common stock of the Hudson and Manhattan Railroad Company."

³ [Includes reacquired first lien and refunding mortgage bonds of respondent, par value \$683,500, repurchased at 80].

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Hudson and Manhattan Railroad Company

BALANCE SHEET — *Concluded*

LIABILITIES SIDE

June 30, 1915		June 30, 1916	Increase or (D) decrease
\$147,858 96	Miscellaneous accounts payable.....	\$175,963 61	\$28,104 65
1,361,853 76	Interest accrued on funded debt ³⁷	1,326,767 05	D 35,086 71
4,284 52	Due for wages and salaries.....	4,273 92	D 10 60
77,080,633 66	Funded debt — mortgage bonds.....	\$77,389,233 66	308,600 00
916,000 00	Miscellaneous funded debt.....	732,000 00	D 184,000 00
	Reserves:		
608,216 61	Readjustment.....	608,216 61	.....
99,368 18	Material and construction plant.....	95,359 47	D 4,008 66
18,643 71	Casualties and insurance.....	22,595 21	3,951 50
.....	Reserve for operating contingencies...	50,000 00	50,000 00
55,690 27	Other optional reserves.....	42,276 24	D 13,414 03
45,237,041 25	Capital stock and scrip outstanding.....	45,237,041 25	.....
12,908 75	Stock and scrip reserved to redeem out- standing stock and scrip of constituent companies.....	12,908 75	.....
<u>\$125,542,499 62</u>	<u>Total.....</u>	<u>\$125,696,635 77</u>	<u>\$154,136 15</u>

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation

Valuation of property in New York, as of June 30, 1915, filed by respondent:	Gross value	Same, less depreciation
Real property outside streets and public places.....	\$14,512,000	\$14,158,000
Real property in streets — tangible.....	7,990,462	7,740,000
Tangible personal property.....	3,797,731	3,797,731
Assessed valuation for 1915 taxes:		Borough Manhattan
Real property outside streets and public places.....		\$13,526,000
Real property (tangible and intangible) in streets (1916 assessment).....		7,657,620
Tangible personal property.....		1,337,000

DETAILS OF ASSETS AND DEBIT BALANCES

"Fixed Capital, December 31, 1908."— Balance June 30, 1915, \$102,020,652.85; withdrawn during year, \$16,519.17; balance, June 30, 1916, \$102,004,133.68. [No details reported.]

Details of Capital Withdrawn.— Power plant equipment, \$3,075; ash conveyor previously located on concourse floor, Hudson Terminal buildings, \$6,770; amount recovered for damages to real estate on east side of Greenwich street, between Christopher and West 10th streets, \$6,674.17; total, \$16,519.17.

Street-Railway Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Right of way.....				\$566,845 88
Ballast.....				21,320 47
Ties.....	\$376 42			17,375 62
Rails, rail fastenings and joints.....	691 05		\$54 00	15,060 19
Special work.....	463 58			64,794 58
Track laying and surfacing.....	506 46			86,154 99
Roadway tools.....	443 21			10,392 77

³ [Includes reacquired first lien and refunding mortgage bonds of respondent, par value \$663,500, repurchased at 80.]

³⁷ Includes undistributed interest earned on adjustment income bonds, 1915, \$404,590.28; 1916, \$390,014.26.

Hudson and Manhattan Railroad Company
Street-Railway Fixed Capital Installed since December 31, 1908— Concluded

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Tunnels.....	\$99,377 52	.....	.....	\$7,440,758 54
Crossings, fences and signs.....	421 30	.....	.....	421 30
Interlocking and other signal apparatus	1,470 41	.....	.....	256,076 58
Telephone lines.....	.....	.....	.....	22,961 94
Transmission system.....	.....	.....	.....	135,549 04
Distribution system.....	8,214 91	.....	.....	178,614 04
Power plant buildings.....	.....	.....	.....	175,692 17
Sub-station buildings.....	.....	.....	.....	303 26
General office buildings and fixtures...	.....	.....	.....	360 25
Shops and car houses.....	.....	.....	.....	229,795 56
Stations, waiting rooms and miscel- laneous buildings.....	814 13	.....	.....	525,362 34
Furnaces, boilers and accessories.....	7,092 22	.....	.....	99,224 31
Power plant electric equipment.....	.....	.....	.....	48,441 50
Miscellaneous power plant equipment.	.....	.....	.....	2,122 87
Sub-station equipment.....	.....	.....	.....	42,314 20
Shop equipment.....	4,605 28	.....	.....	29,023 46
Revenue cars.....	354 08	.....	.....	2,478,772 34
Miscellaneous equipment.....	1,925 00	.....	.....	1,957 22
Engineering and superintendence.....	.....	.....	.....	434,375 08
Law expenditures during construction..	.....	.....	.....	63,910 43
Injuries during construction.....	625 00	.....	.....	73,479 91
Taxes during construction.....	.....	.....	.....	110,652 62
Interest during construction.....	.....	.....	.....	2,290,888 35
Miscellaneous construction expendi- tures.....	.....	.....	.....	401,158 84
Total.....	\$127,380 57	.....	\$54 00	\$15,824,158 73:

Fixed Capital Installed since December 31, 1908 — Other Departments.— Office building: Tangible capital installed during year, additions, \$140.78; withdrawals on retirements, \$10,840⁴; balance June 30, 1916, \$2,793,214.35.

Details of Expenditures for Improvements

Completing waterproofing in tunnels in progress.....	\$97,845 77
Ozone equipment, tunnel " F ".....	1,296 47
Electric survey of tunnels.....	7,654 25
Dummy rails.....	4 580 66
Milling machine.....	4,507 36
Electric truck.....	1,925 00
Settlement injury case, Oct. 31, 1910.....	625 00
Track and switches, coal yard.....	2,458 81
Automatic stoker.....	725 98
Filter.....	1,072 65
Kerr turbines.....	5,293 59
Signal equipment for speed control.....	1,470 41
Minor projects.....	1,944 62
Total.....	\$127,380 57

Equipment Retired during the Year.—Four blower engines, cost \$1,900; grate bars, boiler doors, etc., \$1,175; all credited fixed capital, and charged to operating expenses.

⁴ Recovery from Interborough Rapid Transit Co. for damages to real estate, \$10,040; retirement of hygienic air washer, \$800; total, \$10,840.

⁵ Additional expenditures on this project to the amount of \$373.77 were charged to operating expenses.

⁶ (Additional expenditures on these projects to the amount of \$55 were charged to operating expenses.)

Hudson and Manhattan Railroad Company
Miscellaneous Investments

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Free Investments</i>				
Tunnel Advertising Co., Capital stock	\$1,000 00	\$1,000 00	\$1,000 00	.....
Newark Factory Sites, Incorporated, 5% bonds and scrip, maturing February 1, 1940.	7,618 18	7,618 18	7,000 00	\$379 17
<i>Bound investments</i>				
City of New York, assessment bond 4%	2,500 00	2,500 00	2,500 00	100 00
City of New York, corporate stock, 4½%, maturing March 1, 1963	2,000 00	2,000 00	2,000 00	90 00
Total	\$13,118 18	\$13,118 18	\$12,500 00	\$569 17

Special Deposits.— Deposited with treasurer, State of New Jersey, \$4,560.66; with trustees of New York and New Jersey mortgage, \$120,780.98; property amortization fund, ⁷ \$606,345.21; debt amortisation fund, \$144,872.62; coupon special deposits, \$24,801.58; total, \$901,361.05.

Materials and Supplies.— Plant and engineering instruments, \$8,637.58; fuel and power-house lubricants, \$16,593.36; traffic, ferry tickets and stamps, \$4,510.42; machinery, \$43,320.86; signal cable, electrical, \$64,766.54; pipes, bolts and tools, \$11,772.73; stationery and furniture, \$3,413.04; general superintendence, Hudson Terminal buildings, way and structures, car equipment, \$196,519.10; scrap, \$2,492; total, \$352,025.63.

Prepayments.— Taxes, \$136,203.37; insurance, \$40,280.34; rents, \$1,175; fire alarm service, Hudson Terminal buildings, \$199.11; directory, Hudson Terminal buildings, \$231.66; total, \$178,089.48.

*Unamortized Debt Discount and Expense.*⁸— To be extinguished by sinking fund method at 4½% (as ordered by the Public Service Commission in Case No. 1680). Par value of debt outstanding at close of year to which the amount to be amortized applies; H. & M. 4½% bonds, \$914,000; first lien and refunding mortgage bonds, \$37,232,733.66; adjustment income bonds, \$33,102,000; total, \$71,278,733.66. Amount of discount unextinguished at beginning of year, \$3,667,794.71; discount suffered on issue made during year, ⁹ \$38,785.25; amount written off during year, ⁹ \$50,196.36; unamortized balance, June 30, 1916, \$3,686,383.60.

DETAILS OF LIABILITIES AND CREDIT BALANCES

Particulars of Funded Debt	<i>Securities</i>			
	Hudson and Manhattan first mortgage bonds	New York and Jersey first mortgage bonds	Hudson and Manhattan first lien and refunding mortgage bonds	Adjustment income bonds
Nominal date of issue	Feb. 1, 1907	Feb. 20, 1902	Feb. 1, 1913	Feb. 1, 1913
Date of maturity	Feb. 1, 1957	Feb. 1, 1932	Feb. 1, 1957	Feb. 1, 1957
Interest, rate and dates . . 4½%, Feb. & Aug.	5%, Feb. & Aug.	5%, Feb. & Aug.	5%, Feb. & Aug.	As earned, Apr. & Oct.
Denominations	\$1,000 00	\$1,000 00	\$1,000 and \$500	\$1,000 and \$500
Authorized by company. 100,000,000 00		5,000,000 00	65,000,000 00	33,574,000 00
By public authority ⁽¹⁰⁾		5,000,000 00	37,534,633 66	33,102,000 00
Only nominally issued			288,500 00	
Actually issued	67,148,000 00	5,000,000 00	37,246,133 66	33,102,000 00

⁷ The property amortization fund and the debt discount amortisation fund include reacquired first lien and refunding mortgage bonds of respondent, par value, \$683,500, repurchased at 80; see note 18.

⁸ [See *Securities* schedule below for particulars of funded debt, including discount suffered, etc.]
⁹ Consists of interest on property amortization fund, \$6,676.19; discount on reacquired bonds, \$3,367.67; amount charged to income, \$40,152.50.

¹⁰ [Amount of mortgage authorised by New York Railroad Commissioners, \$100,000,000; bonds issued under authorisation, \$67,148,000; lapsed, \$32,852,000.]

¹¹ Includes debt expense, \$3,385.25

Hudson and Manhattan Railroad Company

Securities — Concluded

Particulars of Funded Debt	Hudson and Manhattan first mortgage bonds	New York and Jersey first mortgage bonds	Hudson and Manhattan first lien and refunding mortgage bonds	Adjustment income bonds
Issued prior to year.....	\$67,148,000 00	\$5,000,000 00	\$36,919,133 66	\$33,102,000 00
Cash realized.....	(¹¹)	.....	(¹²)	.....
Property consideration.....	(¹²)	(¹⁴)	(¹⁵)	(¹⁶)
Discount.....	(¹⁶)	.....	¹⁶ 3,675,083 94	(¹⁶)
Actually issued during year.....	.....	.....	327,000 00	.....
Cash realized.....	.....	.....	261,600 00	.....
Discount.....	.....	.....	65,400 00	.....
Reacquired and retired... ¹⁷	66,204,000 00	.....	13,400 00	.....
Actually outstanding....	944,000 00	5,000,000 00	¹⁸ 37,232,733 66	33,102,000 00
Interest accrued.....	42,480 00	250,000 00	1,854,008 35	687,463 98
Interest charged to income.....	42,480 00	250,000 00	1,854,008 35	687,463 98
Interest paid.....	42,210 00	250,975 00	1,850,158 75	676,474 91
Interest not due.....	17,700 00	104,166 66	775,679 18	380,014 26
Interest matured and unpaid.....	361 39	750 00	15,048 05	8,642 14
Market price: highest, lowest, last sale.....	No sales	102, 99, 99	75½, 69½, 69½	33½, 34½, 34½
Trustees under mortgages	Guaranty Trust Co.	U. S. Mortgage Trust Co.	Central Trust Co.	Guaranty Trust Co.

Particulars of stock	Common stock	Preferred stock
Denominations.....	1 share = \$100	1 share = \$100
Authorized by company.....	\$40,000,000 00	\$10,000,000 00
Nominally issued.....	¹⁹ 5,060 00	¹⁹ 7,848 75
Actually issued, prior to year.....	39,994,890 00	5,242,151 25
Issued for property.....	²⁰ 39,994,890 00	²⁰ 5,242,151 25
Actually outstanding.....	39,994,890 00	5,242,151 25
Dividends paid.....	.....	.....
Market price: highest, lowest, last sale.....	4, 2, 2	7, 4, 4

¹¹ [Cash realized, \$11,768,050]. From annual report of company for year ending June 30, 1913.

¹² [Under the readjustment plan, the company received in cash from stockholders, \$3,845,143.50, and issued therefor \$3,460,633.66 par value of first lien and refunding mortgage bonds, or at the rate of \$900 of bonds for each \$1,000 cash contributed.] From statement filed by the company with the Commission.

¹³ [Issued in exchange for bonds of constituent companies, \$51,500,000; issued to Hudson Companies for extra work, \$2,055,000; issued for cash, \$13,593,000]. From documents submitted by the company in case No. 1680.

¹⁴ ["Issued for property."] From annual report of the company for 1913.

¹⁵ See note 17.

¹⁶ [The company erroneously reports the amount of discount suffered on the issue of the first lien and refunding mortgage bonds as \$3,675,083.94. Of the original amount of debt discount and expense, \$3,689,482.73, which the company was ordered (in case No. 1,680) to amortize, \$2,184,586.23 represented the unamortized balance of debt discount and expense in connection with the issue of first mortgage 4½ per cent bonds, and \$1,504,896.50 represented the amount required to be amortized in connection with the payment of interest, due February 1, 1913, on first mortgage 4½ per cent bonds, and back taxes and expenses in connection with the issue of the first lien and refunding mortgage bonds and the adjustment income bonds. See order of the Commission in case No. 1,680, in Annual Report, 1913, vol. I, p. 306.]

¹⁷ [\$33,102,000 first lien and refunding mortgage bonds, and \$33,102,000 adjustment income bonds were issued to take up and retire \$66,204,000 of first mortgage bonds]. From statement submitted by the company in case No. 1680.

¹⁸ [So reported by company; should be decreased by \$683,500, par value of bonds reacquired and held in property and debt amortization funds.]

¹⁹ Held in the treasury to redeem securities of predecessor companies in the possession of sundry unidentified holders.

²⁰ [See Commission's Annual Report, 1911, vol. II, p. 554, and p. 558 note 7.]

Hudson and Manhattan Railroad Company

Real Estate Mortgage:²¹ Amount outstanding, June 30, 1916, \$1,110,500; interest rates, 4½, 4½ and 5 per cent; interest accrued and charged to income during year, \$12,180.37; interest paid during year, \$50,423.75; interest accrued but not due at close of year, \$50,761.20.

Equipment Obligation: " Under date of March 1, 1909, this company entered into an agreement to purchase from the Guaranty Trust Co. of New York, 90 steel passenger motor cars for \$1,242,220. The first payment of \$322,220 was made March 1, 1909, and the balance of \$920,000 (for which amount the Guaranty Trust Co. of N. Y. has issued its certificate, series " A ") being payable in twenty semi-annual installments of \$46,000 each, beginning September 1, 1909. Five per cent interest applies only on unpaid balances. The amount outstanding June 30, 1916, is \$276,000. Interest matured and unpaid, none; interest accrued and not yet due, \$4,600; interest accrued during the year, \$15,716.67; interest paid during the year, \$17,250.

Equipment Obligation: " Under date of October 1, 1910, this company entered into an agreement to purchase from the Guaranty Trust Co. of New York, 50 steel passenger motor cars for \$662,500. The initial payment of \$162,500 was made October 1, 1910, and the balance of \$500,000 (for which amount the Guaranty Trust Co. of N. Y. has issued its certificates, series " B ") is payable in twenty semi-annual installments of \$25,000 each, beginning April 1, 1911. Five per cent interest applies only on unpaid balances. The amount outstanding June 30, 1916, is \$225,000. Interest matured and unpaid, none; interest accrued and not yet due, \$2,812.50; interest accrued during the year, \$12,500; interest paid during the year, \$13,125.

Equipment Obligation: " Under date of August 1, 1911, this company entered into an agreement to purchase from the Guaranty Trust Co. of New York, 36 steel passenger motor cars for \$510,000. The initial payment of \$90,000 was made on August 1, 1911, and the balance of \$420,000 (for which amount the Guaranty Trust Co. of N. Y. has issued its certificates, series " C ") is payable in twenty semi-annual installments of \$21,000 each, beginning February 1, 1912. Five per cent interest applies only on unpaid balances. The amount outstanding June 30, 1916 is \$231,000. Interest matured and unpaid, none; interest accrued and not yet due, \$4,812.50; interest accrued during the year, \$12,250; interest paid during the year, \$13,125.

Taxes Accrued.— See schedule supporting Income Statement.

Title of Reserve	Reserves			
	Credit balance, June 30, 1915	Debits during year	Credits during year	Credit balance, June 30, 1916
Accrued amortization of capital.....	\$918,211 89	.....	\$189,927 46	\$1,108,139 35
Reserve for underestimated injury claims.	8,255 71	\$1,335 00	5,012 50	11,933 21
Reserve for injuries to persons.....	10,388 00	9,233 63	9,507 63	10,662 00
Material and construction plant reserve..	99,368 13	49,365 75	45,857 00	95,359 47
Special reserve for operating contingencies	.....	.....	50,000 00	50,000 00
Readjustment reserve ²²	608,216 61	.....	.....	608,216 61
Other reserves:				
Reserve for special work.....	\$4,864 85	\$4,864 85	.....	.....
Reserve for ties.....	3,663 47	3,663 47	\$500 00	\$500 00
Reserve for painting concourse, Cortlandt street.....	.....	.....	500 00	500 00
Reserve for painting cars.....	2,270 18	6,270 18	6,500 00	2,500 00
Reserve for storage batteries for cars.	750 90	990 90	540 00	300 00
Reserve for main power house equipment.....	9,532 26	9,574 81	1,367 55	1,325 00
Reserve for general renewals, H. T. B.....	3,832 13	2,151 43	5,500 00	7,180 70
Reserve for tenant changes, H. T. B..	13 29	12,013 29	14,500 00	2,500 00
Reserve to protect rent earnings....	3,256 73	2,459 52	1,250 00	2,048 21
Reserve for storage batteries, H. T. B.....	4,500 00	.....	.....	4,500 00
Reserve for water plant, H. T. B....	.....	1,800 00	1,800 00	.....
Reserve for bad debts.....	4,502 01	2,476 56	.....	2,025 45

²¹ Property mortgaged: [Additions to Hudson Terminal buildings, for \$610,000; mortgages on real estate adjacent to Hudson Terminal buildings, assumed with purchase of property, \$555,500; total, \$1,165,500, of which \$10,000 was paid off in 1914, and \$40,000 in 1915 and \$5,000 in 1916].

²² For constituent items of this reserve, as of January 8, 1914, see Addendum No. 2.

Hudson and Manhattan Railroad Company

Reserves — Concluded

Title of Reserve	Credit balance June 30, 1915	Debits during year	Credits during year	Credit balance. June 30, 1916
Other reserves — Concluded:				
Reserve for motor trucks, tire re- newals No. 1.....	457 45	386 60	499 92	580 77
Tire renewals, No. 2.....	812 21	.....	461 26	1,273 47
Tire renewals, No. 3.....	.....	.....	180 44	180 44
Battery renewals, No. 1.....	272 50	848 00	795 40	219 90
Battery renewals, No. 2.....	351 40	373 20	351 65	329 85
Battery renewals, No. 3.....	.....	.....	70 83	70 83
Depreciation No. 1.....	1,710 18	.....	750 00	2,460 18
Depreciation No. 2.....	1,937 50	.....	687 50	2,625 00
Unused Newark tickets.....	6,023 10	7,270 67	5,197 35	4,849 78
Reserve for mortgage recording tax.....	4,722 00	.....	.....	4,722 00
Special reserve for benefit of employees...	1,299 11	.....	285 55	1,584 66
Total " Other Reserves ".....	\$55,690 27	\$55,151 48	\$41,737 45	\$42,276 98

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue.....	\$3,676,961 23	\$234,363 01
Other operating revenue.....	233,545 84	D 2,938 81
Total operating revenue.....	\$3,910,507 07	\$231,424 16
Operating expenses:		
Maintenance of way and structures.....	\$282,997 97	D 3,642 14
Maintenance of equipment.....	273,478 02	69,550 92
Operation of power plant.....	171,309 08	2,562 33
Operation of cars.....	628,926 52	9,859 20
Injuries to persons and property.....	18,636 80	5,082 42
Traffic expenses.....	2,806 19	1,650 34
Other general expenses.....	136,832 38	6,278 37
Total operating expenses.....	\$1,514,986 96	\$91,341 41
Taxes accrued on street railway.....	282,925 39	19,753 17
Total revenue deductions.....	\$1,797,912 35	\$111,097 64
Income from railroad operations.....	\$2,112,594 72	\$120,326 51
Revenue from outside operations.....	\$1,741,903 73	D \$9,252 88
Revenue deductions (outside operations).....	812,391 01	71,602 88
Income from outside operations.....	\$929,512 72	D \$80,855 76
Total operating income.....	\$3,042,107 44	\$39,470 75
Non-operating income: Interest on deposits, \$12,082.16; on New York City assessment bond, \$100; on New York City corporate stock, \$90; earned on debt and property amortiza- tion funds, * \$34,722.69; on prepaid franchise tax, \$852.70; on minor loans and accounts, \$560.81; miscellaneous rev- enues, \$49.99.....	48,467 35	12,300 90
Gross income applicable to corporate and leased properties..	\$3,090,574 79	\$51,771 66

* [The company has charged interest on reacquired securities to interest deductions, taking the same into revenue].

Hudson and Manhattan Railroad Company

INCOME STATEMENT — *Concluded*

Deductions from gross income (excluding interest on Adjustment Income mortgage bonds): ²²	Net amount for year	Increase or (D) decrease
Track and terminal privileges.....	\$58,169 24	\$434 99
Joint facility rents.....	19,885 82	8,503 86
Rent for lease of other roads.....	3,438 72	.....
Interest on funded debt.....	\$ 2,237,716 22	9,103 29
Other interest deductions.....	\$ 34,722 69	13,242 73
Amortisation of debt discount.....	40,152 50	2,419 16
Other contractual deductions.....	9,025 62	D 7,392 16
Total of foregoing.....	\$2,403,110 81	\$26,311 87
Balance available for interest on adjustment income mortgage bonds.....	687,463 98	25,459 79
UNDISTRIBUTED INTEREST EARNED ON ADJUSTMENT INCOME BONDS ²³		
Balance available for distribution July 1, 1915.....		\$404,590 28
Balance from income for year ended June 30, 1916.....		687,463 98
Total.....		\$1,092,054 26
Interest declared: August 1, 1915, 1 per cent, \$331,020, payable October 1, 1915; March 1, 1916, 1 per cent, \$331,020, payable April 1, 1916.....	\$662,040 00	
Appropriated to Reserve for Operating Contingencies, August 31, 1916, as of June 30, 1916.....	50,000 00	
		712,040 00
Balance available for distribution June 30, 1916.....		\$380,014 26

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Rent of land and buildings: New York Telephone Co., lease of 18 ducts in south tunnel between New York City and Jersey City, for cable and electrical conductors, \$24,000. (Terms of lease, 21 years from Jan. 1, 1913; \$24,000 annually for first period of seven years; \$27,600 annually for second period of seven years; and \$30,000 annually for third period of seven years; rent payable quarterly.)

Advertising privileges: Contract with Tunnel Advertising Co., for exclusive privileges in cars, \$113,329.83.

Other car and station privileges, New York Telephone Co., \$2,791.10 (commissions based on total receipts from sundry pay stations, \$1,756.10; rental of space on stations, \$1,035); Pennsylvania R. R. Co., rental of ticket office at Grove street station, \$900; Tunnel Advertising Co., exclusive station advertising privileges and other station privileges, \$36,580.64; miscellaneous, \$30,034.34; total, \$70,306.08.

Operating Expenses.— For details, see Table XIV.

²² As revised by the Bureau of Statistics and Accounts. The company in its return to the Commission includes with Interest on funded debt the interest on adjustment income bonds and the \$50,000 carried to the Reserve for Operating Contingencies and shows no net corporate income from the year's operation.

²³ See this note on preceding page.

²⁴ Through this charge interest on cash and investments of the property amortization fund and debt discount amortization fund are appropriated and credited to accrued amortisation of capital and unamortised debt discount and expense.

²⁵ Statement prepared by the Bureau of Statistics and Accounts from data submitted by the company.

The company's return shows no Corporate Surplus or Deficit account for the year, concerning which the following statement is made:

"Attention is directed to the fact that Hudson and Manhattan Railroad Company as a result of the Plan of Readjustment of the company's funded debt has no such account. The Adjustment Income Mortgage dated February 1, 1913, and approved by the Public Service Commission under an order dated July 1, 1913, in Case 1680, provides in effect that all surplus income of the company shall be devoted to the payment of interest on the Adjustment Income Bonds issued under said mortgage, to the extent that such surplus income may suffice to pay up to 5 per cent per annum upon the principal amount of said Adjustment Income Bonds outstanding, and therefore, it will be apparent that the company cannot accumulate a surplus within the meaning of the Accounting Regulations of the Public Service Commission until such time as the surplus income in the meaning of the mortgage shall be more than sufficient to pay said 5 per cent."

"On the other hand, since interest on the Adjustment Income Bonds is only a liability to the extent earned, and if not earned is not payable, it follows that the company will not have a deficit account unless it should not be able to earn the interest on the mortgage bonds which are prior liens to the Adjustment Income Mortgage Bonds."

Hudson and Manhattan Railroad Company

Depreciation.—The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as “the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued” during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, “Depreciation of Way and Structures” and “Depreciation of Equipment,” and amounts charged to these accounts are concurrently credited to the account “Accrued Amortisation of Capital,” the official title of the depreciation reserve. Under date of May 1, 1913, this company filed with the Commission rules of depreciation, effective February 1, 1913, which provide that \$161,881 be deposited each year in monthly installments and invested at 4 per cent compound interest. This amount is estimated to cover the depreciation of roadway and electric line, buildings and structures, equipment, and Hudson Terminal buildings. During the year \$61,745.04 was charged to the account “Depreciation of Way and Structures,” \$63,271.92 to “Depreciation of Equipment,” and \$36,864 was charged to outside operations on account of depreciation of Hudson Terminal buildings; total charges, *\$161,880.96.

Name of Company	Power Bought, Sold or Exchanged		Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
	Total number of kw. hours delivered	Average price per kw. hour (cents)			
<i>Power sold</i>					
George Pappas, D. C.....	1,747	5.00	\$87 35	\$87 35	.....
Erie R. R. Co., A. C.....	28,428	4.75	2,669 71	2,679 21	.....
Erie R. R. Co., D. C.....	27,776				
Long Acre Light & Power Co....	(20)	—	18,000 00	18,000 00	.....
<i>Power exchange — balance</i>					
Pennsylvania R. R. Co., A. C....	5,000	2.00	100 00	.....	\$100 00
Pennsylvania R. R. Co., A. C....	2,600	2.00	52 00	.....	Cr. 52 00
Pennsylvania R. R. Co., D. C....	469,790	1.25	5,872 38	.....	5,872 38
Pennsylvania R. R. Co., D. C....	469,790	1.25	5,872 38	.....	Cr. 5,872 38

Joint Facilities.—[Agreement with Pennsylvania R. R. Co., whereby Hudson and Manhattan cars are allowed to run on the Pennsylvania tracks from Summit avenue station to Newark, and whereby the Pennsylvania cars are allowed to run over the Hudson and Manhattan tracks to the Hudson Terminal buildings and to 33d street. Revenues and expenses of this joint traffic, as specified in the agreement, are divided in the proportion of six-tenths to the Pennsylvania R. R. Co., and four-tenths to Hudson and Manhattan R. R. Co.²⁷ In pursuance of this agreement, \$19,885.82 has been charged during the year to joint facility rents, and the following entries have been made to operating expense accounts: Maintenance of way and structures, debit, \$6,305.94; maintenance of equipment, credit, \$17,935.04; operation of cars, debit, \$4,198.75; credit, \$81,822.

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land, Jersey City.....	\$81 92	\$83 05	\$81 92	.....
Corporate real property.....	23,002 87	23,002 87	23,002 87	.....
Real estate — outside operations:				
Hudson Terminal buildings.....	238,212 50	²⁸ 247,087 20	238,212 50	.....
Greenwich and West 10th streets....	2,228 68	²⁸ 2,228 68	2,228 68	.....
Greenwich and Day streets.....	12,218 32	²⁸ 12,218 32	12,218 32	.....
Special franchise.....	156,215 44	144,839 83	156,215 44	.....
Personal property.....	30 72	17 92	30 72	.....
State franchise on capital stock.....	301 03	570 78	301 03	.....
State franchise on gross earnings.....	9,056 38	181 68	9,056 38	.....
State and local, New Jersey.....	115,796 43	114,229 26	115,796 43	.....
Total.....	\$557,144 29	\$544,459 59	\$557,144 29	.....

²⁴ Includes \$9.50 correction for underbilling in June, 1915.

²⁵ [The difference between these charges and the credit to the reserve “accrued amortisation of capital” is \$28,046.50. A similar item in the 1913 report was explained by the company as interest received on the “property amortisation fund.”

²⁶ Minimum under agreement.

²⁷ [From copy of agreement filed by respondent with the Commission.]

²⁸ Charged to outside operations; of the Day street property tax, \$100 is charged to a tenant.

Hudson and Manhattan Railroad Company

Outside Operations.— Hudson Terminal buildings: Gross revenues, \$1,694,948.08; maintenance actual, \$112,403.91; maintenance, depreciation reserve, \$36,864; other direct operating expenses, \$312,751.95; general operating expenses, \$83,397.64; taxes, \$247,087.20; total revenue deductions, \$792,504.70; operating income, \$902,443.38.

Uptown real estate:²⁹ Gross revenues, \$6,524.25; maintenance, actual, \$1,483.96; taxes, \$2,228.68; operating income, \$2,811.61.

Real estate adjacent to Hudson Terminal building: Operating revenues, \$40,431.45; maintenance, actual, \$4,055.35; taxes, \$12,118.32; operating income, \$24,257.78.

Miscellaneous Rent Deductions.— Rents for lease of other road: Rent of 917 feet of track in Jersey City, known as section five, from the Pennsylvania R. R. Co., \$3,438.72.

Track and terminal privileges: Easements and other rights have been granted to respondent by the Pennsylvania R. R. Co., for maintenance and operation of underground station, tracks and switches under property belonging to the Pennsylvania R. R. Co., in Jersey City. Under this agreement, the Pennsylvania R. R. Co. receives 43 per cent of the revenue derived from interchange of traffic between Exchange place and Hudson Terminal; accrued during year, \$34,138.79; paid during year, \$37,722.64. Sub-surface of property at Hudson place and Ferry street, Hoboken, leased from Public Service Ry. Co., for 99 years, at annual rental of \$5,000 to April 23, 1914, and \$10,000 per annum thereafter; accrued and paid during year, \$10,000. Rental for Grove street station, Jersey City; accrued on estimated basis, \$5,000; none paid. First floor of building, corner of Hudson street and Hudson place, Hoboken, leased from Public Service Ry. Co., beginning April 23, 1914; annual rental, \$5,000; accrued and paid during year, \$5,000. Storage yard at Summit avenue, Jersey City; accrued on estimated basis, \$4,035.45; none paid. Total accrued during year, \$58,169.24; total paid, \$52,722.64.

Other Contractual Deductions.— Federal income tax assumed for bondholders, \$9,477.62; expenses in connection with paying coupons, \$388.12. Bad debts collected, Cr. \$840.12. Total \$9,025.62.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically Operated Subway, Third Rail Contact

NAME OF ROAD AND BRANCH	Road	Second track	Other track	All running track	Increase or (D) decrease
<i>Roads owned under title in perpetuity</i>					
Uptown tunnels: Hoboken, N. J., to Broadway and 33d street, New York City ³⁰	3.601	3.601	.377	7.579	.....
Downtown tunnels: Hudson Terminal, New York City, to Bridge 1½, Jersey City, N. J..	2.556	2.569	.596	5.721	.....
Exchange place station to caissons No. 1 and No. 2 (Washington street line), Jersey City.....	1.719	1.712	.124	3.548	.....
Total owned.....	7.866	7.882	1.097	16.848	.....
<i>Trackage rights from Pennsylvania R. R. Co.</i>					
Bridge No. 1½ to center line of Summit avenue station ³¹.....	.630	.630	.....	1.260	.....
Total operated.....	8.496	8.512	1.097	18.108	.....
Whereof in New York.....	3.147	3.170	.774	7.091	.....
Whereof in New Jersey.....	5.352	5.342	.323	11.017	.....

Track in car houses, shops and yards, New Jersey, 1.920 miles.

Details of Track, Roadway and Electric Line Construction

	Added during year	Removed during year	At close of year
Ballast:			
Miles of track laid on crushed stone.....	.....	.....	18.778
Miles of track laid on concrete construction.....	.....	.....	2.743
Tied:			
Number of wood ties, treated.....	N. R.	N. R.	N. R.
Number of wood ties, untreated.....	N. R.	N. R.	N. R.
Miles of track laid on ties.....	N. R.	N. R.	18.768

²⁹ No. 258 West 10th street and Nos. 681, 687-695 Greenwich street.

³⁰ "This city has the right and option to purchase 25 years after beginning of operation, as per section X in certificate of February 2, 1905, Board of Rapid Transit Railroad Commissioners for the City of New York." [The certificate referred to shows that this right of purchase by the City applies only to the portion of the tunnel and railroad, "under Sixth avenue between the north line of Ninth street, and the south line of Thirty-third street, or the portion under Ninth street east of Sixth avenue."]

³¹ [Track owned by Pennsylvania R. R. Co., and jointly used by that company and Hudson and Manhattan R. R. Co. The actual maintenance work is performed by the former, but paid for by the latter on an apportionment determined by the Hudson and Manhattan's usage, as indicated by car miles and train movements.—Report of 1915.]

Hudson and Manhattan Railroad Company*Details of Track, Roadway and Electric Line Construction*

	Added during year	Removed during year	At close of year
Rail (miles of track):			
A. S. C. E. steel, 85 pounds, 33 ft. and 63 ft.	8.744	8.744	18.768
A. S. C. E. steel, 100 pounds, guard. ....	.906		.906
Rail joints (miles of track):			
Bolted plates.	8.744	8.744	18.768
Rail bonds (miles of track):			
2,300,000 C. M. bonds, plug type, under splice plates, 12½-in. c. t. c. rivets.	N. R.	N. R.	18.768
Third rail, protected (miles of track).			18.768
Underground conduit (miles of line):			
Terra cotta and fire clay.			18.768
Underground conduit (duct miles):			
Terra cotta and fire clay.			369.26
Transmission cables — underground (voltage 11,000) (miles):			
3 conductor 4/0.			12.8
3 conductor No. 6.			6.22
Distribution cables — underground (voltage 600) (miles):			
1,500,000 C. M. single cond., paper insulated, lead sheath.			36.15

Cars.— Number of revenue, 228, whereof closed passenger, 226, baggage, 2; number of non-revenue, 3, whereof work, 2, wrecking, 1; total number of cars, 231 (includes 176 passenger cars held under purchase agreements with Guaranty Trust Co.); no increase or decrease during year.

Power Plant Equipment.— See Table III.

Miscellaneous.— Number of power houses, 1; sub-stations, 3; repair shops, 1; office buildings, 1; passenger stations, 13; telephone and emergency alarm lines, 21.52 miles of cables, and 1,009.3 miles of double wire. Block signal system; uptown tunnels, electric, except automatic train stops which are electro-pneumatic; downtown tunnels all electro-pneumatic.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 63,293,534. **Car Miles.**— Revenue, 7,967,712, whereof passenger, active 7,788,953, passenger, idle, 178,759, non-revenue, 29,761. **Car-Seat Miles.**— 342,713,950. **Car Hours.**— 431,649. For details of traffic statistics, see Tables V-VIII.

Power Plant Operation.— Main powerhouse, Jersey City; full load capacity, 18,000 kw.; generated during year, 50,063,535 kw. hrs. A. C. and 108,570 kw. hrs., D. C. Coal consumed (2,240 lb. tons) 76,735.03 tons of mixture of anthracite and bituminous, at an average price of \$1.91 per ton. Pounds of coal per kw. hr. produced, 3,438.31, based on anthracite coal equivalent. (See Table IV for disposition of energy and for further details.)

Accidents.— Persons killed within First District, 1, outside First District, 2; persons injured, within First District, 84; outside First District, 82. Total amount paid during the year in settlement of claims for injuries and damages sustained within the year, \$3,880.60, of which \$1,831.55 was for accidents outside the First District; for injuries and damages sustained in prior years, \$3,896, of which \$2,865 was for accidents outside the First District. Amount recovered from insurers during the year, \$291.85. (For details, see Tables X and XI.)

Employees and Wages.— (See Table XII.)

Officers.— President and General Manager, Wilbur C. Fisk; Vice-President, Richard W. Meirs; Secretary and Treasurer, James S. O'Neale; Assistant Secretary and Claim Agent, Robert B. Kay; Chief Engineer, J. V. Davies; Assistant Treasurer, K. B. Conger; Auditor, J. G. Dobbins; Comptroller, Fletcher H. Sillick; Attorney, F. B. Jennings; Purchasing Agent, H. W. Webber.

Directors.— Lewis L. Clarke, Albert H. Wiggin, Wilbur C. Fisk, F. B. Jennings, Richard W. Meirs, Walter G. Oakman, Geo. W. Davison, Jerome J. Hanauer, Alex. J. Hemphill, John W. Platten, Wm. H. Williams.

Main Business Office.— 30 Church street, New York City.

Report verified by Wilbur C. Fisk, President and General Manager, October 2, 1916.

ADDENDUM NO. 1

The readjustment plan of January 14, 1913, was consummated August 26, 1913, effective February 1, 1913. This plan provided that —

²² Total cost of rails laid during year, \$24,645.70; salvage, \$7,961.28; net charge to operating expenses, \$16,684.42.

Hudson and Manhattan Railroad Company

1. \$67,148,000 first mortgage 4½ per cent gold bonds due February 1, 1957, be exchanged for the same amount in new bonds, 50 per cent in 5 per cent first lien and refunding mortgage bonds and 50 per cent in 5 per cent income bonds.

(On June 30, 1916, \$6,204,000 of these bonds had been exchanged for the new securities.)

2. \$3,845,148.50 in cash be raised by an assessment on the stockholders at \$8.50 per share; they to receive in return new first lien and refunding bonds to the extent of 90 per cent of the cash assessment, i. e., * \$3,461,000 bonds.

3. The \$3,845,148.50 cash be utilized for the following purposes:

To acquire from the Hudson Companies, at cost, real estate on the blocks occupied by the Terminal Buildings (subject to \$555,500 mortgages)....	\$435,000 00
To meet interest due February 1, 1913, on the old first mortgage bonds (excluding \$7,148,000 of the bonds held by Hudson Companies).....	1,350,000 00
Improvements.....	150,000 00
Car trust obligations maturing prior to September 1, 1913.....	113,000 00
For back taxes in course of adjustment.....	325,000 00
Recording tax on new bonds.....	353,045 00
Working capital.....	419,103 50
Commissions and expenses payable to bankers.....	425,000 00
Printing, legal and other expenses.....	275,000 00

Total.....	\$3,845,148 50
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The Commission consented to this plan and authorized (1) a first lien and refunding mortgage to secure the issue of \$65,000,000 5 per cent bonds, payable in 1957, and redeemable at 105 at any interest date, and the issue under this mortgage of \$37,035,000 bonds. It also authorized (2) an adjustment income mortgage to secure \$33,574,000 bonds and authorized the issue of the bonds under this mortgage. These bonds to be payable in 1957, redeemable at par on interest date, the rate of interest to be 5 per cent, if the income is sufficient, the interest not to be cumulative prior to January 1, 1920, but cumulative thereafter. The Commission required the creation of a sinking fund to amortize within the period of the life of the bonds, (1) the amount of \$2,184,586.23, representing the unamortized debt discount and expense on the original first mortgage bonds refunded and (2) \$1,504,896.50, representing (a) expenses in connection with the refunding (\$1,053,045) and (b) the amount to be amortized in connection with payment of interest on original first mortgage bonds and operating back taxes (\$451,851.50).

ADDENDUM NO. 2

The Readjustment Reserve was explained in the copy of a letter dated January 8, 1914, from the Comptroller of the Hudson and Manhattan Railroad Co. to the President, submitted to the Commission by the company in connection with the annual report. The following summarizes this letter (and in part the Commission's order of July 1, 1913) and the figures are those of January 8, 1914, instead of those of June 30, 1916:

The total amount of the stockholders' contribution in excess of the par value of bonds received by them under the Readjustment Plan was.....	\$384,148 50
--	--------------

From this was at once deducted the balance of the Corporate Deficit account as adjusted to January 31, 1913, in order to close the same (and clear the books for the new account, "Net Income Available for Interest on Adjustment Income Bonds," created to reflect exclusively the surplus earned subsequently to February 1, 1913).....	201,943 82
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Leaving a balance which was closed to the credit of a new account created for permanent record and entitled "Readjustment Reserve".....	\$182,204 68
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To this figure was added an additional credit adjustment owing to the fractional issue of bonds.....	366 34
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	\$182,571 02
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And there was deducted a subsequent charge representing the excess of the actual legal, printing and other expenses of the readjustment over the amount for which bonds were issued under the readjustment plan by order of Commission (\$275,000).....	\$21,000 00
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Leaving a net amount in the account of.....	\$161,571 02
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* The amount of bonds actually issued to the stockholders under the plan was \$3,460,633.66, being 90 per cent of \$3,845,148.50. [Information based on order in Case No. 1680 and on documents filed in connection therewith.]

Hudson and Manhattan Railroad Company

There was then added a credit of \$451,851.50, which represented the contra entry to a debit to Unamortized Debt Discount and Expense equal to the amount required to be amortized by order of the Commission during the life of the new bonds.

This amount is composed of the following items for which bonds were issued by order of the Commission:

Payment of interest due February 1, 1913, on the first mortgage bonds.....	\$1,350,000 00
For back taxes (not chargeable to construction) in course of adjustment.....	215,000 00
	<hr/>
Less funds to be obtained under plan of readjustment as follows:	\$1,565,000 00
From bonds to be issued for the reimbursement of moneys previously expended from income for construction purposes.....	\$729,000 00
From the excess of the cash contribution of the stockholders over the par value of the bonds received by them.....	384,148 50
	<hr/>
	1,113,148 50
	<hr/>
	\$451,851 50
	<hr/>

(The gradual amortisation of the debit item, \$451,851.50, included by the company under " Unamortized Debt Discount and Expense " will not affect the existence of the contra credit included in the " Readjustment Reserve.")

The balance in the Readjustment Reserve at January 8, 1914, may be said, then, to consist of the following two general items:

Unappropriated balance remaining from the excess contribution of the stockholders.....	\$161,571 02
Contra to debit to " Unamortized Debt Discount and Expense ".....	451,851 50
	<hr/>
	* \$613,422 52
	<hr/>

INTERBOROUGH CONSOLIDATED CORPORATION

This company is a business corporation which has control of various street railroad and other transportation companies through direct stock ownership or indirectly through intermediaries — Metropolitan Securities Company and New York Transportation Company — as set out in reports filed by these companies in response to an order adopted by the Commission, August 11, 1916 (Case 2128). Preceding the summary of those reports, there are given balance sheets and income statements compiled from the company's printed reports to stockholders, and following the summary is a brief corporate history compiled from documents on file.

COMPARATIVE GENERAL BALANCE SHEET

	December 31, 1916 ¹	December 31, 1915 ²
ASSETS SIDE		
Properties and securities.....	\$120,359,135 73	\$120,359,135 73
Interborough-Metropolitan 4½% collateral trust bonds for sinking fund, June 1, 1915.....	\$ 2,041,000 00	2,041,000 00
Purchase of Interborough-Metropolitan 4½% collateral trust bonds for sinking fund subsequent to June 1, 1915....	\$ 358,434 57	285,309 57
Current assets.....	\$ 2,715,355 84	\$ 2,210,669 62
	<hr/>	<hr/>
Total.....	\$125,473,926 14	\$124,896,114 92
	<hr/>	<hr/>

² Since January 8, 1914, there have been charges to this reserve of \$5,205.91, leaving the credit balance, June 30, 1916, \$608,216.61.

¹ From the report to the stockholders, dated January 1, 1917, for the year ended December 31, 1916.

² From the report to the stockholders, dated January 1, 1916, for the seven months ended December 31, 1915.

³ Acting under authority of a resolution of the board of directors of June 2, 1910, whereby the sum of \$300,000 was directed to be set aside out of the annual income of the company for the acquisition of the 4½ per cent collateral trust bonds of this company as a sinking fund. There have been acquired to date by purchase in the open market, bonds in the amount of \$2,510,000.

⁴ Consists of cash, \$1,907,549.96; accrued interest and dividends, \$39,970.26; accounts receivable, \$206.12; special deposits to meet dividends on preferred stock to and including October 1, 1916, \$81,522, dividend due January 2, 1917, \$686,107.50.

⁵ Consists of cash, \$1,440,366.91; accrued interest and dividends, \$36,775.47; accounts receivable, \$190.74; special deposits, to meet dividends on preferred stock due July 6, 1915, \$23,614.50; October 1, 1915, \$23,614.50, January 3, 1916, \$686,107.50.

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Interborough Consolidated Corporation
COMPARATIVE GENERAL BALANCE SHEET — Concluded

	LIABILITIES SIDE	December 31, 1916 ⁶	December 31, 1915 ⁷
Declared capital for carrying on the business of the corporation as provided in the consolidation agreement of April 23, 1915 ⁸		\$50,403,634 60	\$50,403,634 60
Interborough-Metropolitan collateral trust 4½% bonds, due 1956 ⁹		67,825,000 00	67,825,000 00
Interborough-Metropolitan 10-year, 6% collateral gold notes dated January 1, 1915 ¹⁰			2,500,000 00
Bankers Trust Company ¹¹		2,000,000 00	
Current liabilities.....		¹¹ 1,649,879 56	¹² 1,522,531 24
Reserves.....		¹³ 1,719,534 40	¹⁴ 810,859 40
Surplus balance income account.....		1,875,877 58	1,834,089 68
Total.....		\$125,473,926 14	\$124,896,114 92

STATEMENT OF INCOME ACCOUNT

	Amount for the year ¹⁵
Surplus balance of income account, December 31, 1915.....	\$1,834,089 68

INCOME

Dividends on Interborough Rapid Transit Company capital stock:		
5% for three months ended Mar. 31, 1916..	\$1,695,640 00	
5% for three months ended June 30, 1916..	1,695,640 00	
5% for three months ended September 30, 1916.....	1,695,640 00	
5% for three months ended Dec. 31, 1916	1,695,640 00	\$6,782,560 00
Interest and dividends on securities owned..	\$84,643 00	
Interest on loans, bank balances, etc.....	38,283 85	122,876 85
Profit on purchase, for retirement of \$2,500,000 Interborough-Metropolitan 10-year 6% collateral gold notes.....		25,920 00
Total.....		\$8,765,446 53

⁶ From the report to the stockholders dated January 1, 1917 for the year ended December 31, 1916.

⁷ From the report to the stockholders dated January 1, 1916 for the seven months ended December 31, 1915.

⁸ Consists of preferred stock, \$45,740,500; and in addition thereto a sum equivalent to \$5 or some multiple of \$5 for every share authorized to be issued other than preferred stock, to wit: Common stock, 932,626.92 shares without par value stated at \$5 per share, \$4,663,134.60.

⁹ There was purchased for investment account during the seven months ending December 31, 1915, from the proceeds of securities sold, \$506,000 face amount of these bonds. Also see note 1.

¹⁰ In addition to the payments into the sinking fund for the retirement of these notes amounting to \$3,000,000, as provided by the trust indenture, viz.: \$300,000 annually, an additional \$200,000 of said notes were purchased through appropriations from surplus and cancelled, thereby reducing the amount thereof outstanding as of January 1, 1916 to \$2,500,000. These were retired during the fiscal year beginning January 1, 1916 by the company securing on July 1, 1916 from the Bankers Trust Company, an advance of \$2,000,000 for nine months at 4½% interest; the balance required for the purpose of the retirement being taken from surplus cash.

¹¹ Consists of interest on Interborough-Metropolitan collateral trust 4½% bonds accrued, not due, \$763,031.25; dividends on preferred stock, \$767,629.50 (uncollected dividends to and including October 1, 1916, \$81,522 and dividend due January 2, 1917, \$686,107.50); taxes accrued, \$94,050; accounts payable, \$2,168.81; accrued interest (Bankers Trust Company), \$23,000.

¹² Consists of interest on Interborough-Metropolitan collateral trust 4½% bonds accrued, not due, \$763,031.25; dividends on preferred stock, \$733,336.50 (due July 6, 1915, \$23,614.50; October 1, 1915; \$23,614.50; January 3, 1916, \$686,107.50); taxes accrued, \$23,279.83; accounts payable, \$2,883.66.

¹³ Consists of sinking fund on Interborough-Metropolitan collateral trust 4½% bonds, \$719,534.40 and reserve from income used for the retirement of Interborough-Metropolitan 10-year 6% collateral gold notes, dated January 1, 1915, \$1,000,000.

¹⁴ Consists of sinking fund on Interborough-Metropolitan collateral trust 4½% bonds, \$310,859.40 and reserve from income used for the retirement of Interborough-Metropolitan 10-year, 6% collateral gold notes dated January 1, 1915, \$500,000.

¹⁵ From the report to the stockholders, dated January 1, 1917, for the year ended December 31, 1916.

Interborough Consolidated Corporation
STATEMENT OF INCOME ACCOUNT — Concluded

	DEDUCTIONS	Amount for the year
Interest on \$67,825,000 Interborough-Metropolitan 4½% collateral trust bonds.....	\$3,052,125 00	
Interest to July 1, 1916 on \$2,500,000 Interborough-Metropolitan 10-year 6% collateral gold notes, dated January 1, 1915.....	\$75,000 00	
Interest at 4½% on \$2,000,000 advance from Bankers Trust Company from July 1, 1916.	46,000 00	121,000 00
Sinking fund on Interborough-Metropolitan 4½% collateral trust bonds.....	\$300,000 00	
Sinking fund to July 1, 1916 on Interborough-Metropolitan 10-year 6% collateral gold notes.....	150,000 00	450,000 00
Administration and general expenses.....	\$43,619 27	
Taxes.....	128,394 68	172,013 95
Total.....		\$3,795,138 95
Surplus available for dividends.....		\$4,970,307 58
Dividends on preferred stock:		
1½% payable April 1, 1916.....	\$686,107 50	
1½% payable July 1, 1916.....	686,107 50	
1½% payable October 2, 1916.....	686,107 50	
1½% payable January 2, 1917.....	686,107 50	2,744,430 00
Net surplus.....		\$2,225,877 58
Appropriation for retirement of Interborough-Metropolitan 10-year 6% collateral gold notes in excess of sinking fund accruals.....		350,000 00
Surplus balance of income account, December 31, 1916.....		\$1,875,877 58

INTERCORPORATE HOLDINGS

The Interborough Consolidated Corporation, Metropolitan Securities Company, and the New York Transportation Company in compliance with the order of the Commission in Case No. 2128, adopted August 11, 1916, submitted the following information.

Schedule 1.—Securities and Evidences of Indebtedness of Common Carriers Owned or Controlled by Interborough Consolidated Corporation, Metropolitan Securities Company and New York Transportation Company, as of June 30, 1916.

A. CAPITAL STOCK OWNED OR CONTROLLED

Name of Company	Number of shares	Par value	Date of acquisition	Amount paid therefor
By Interborough Consolidated Corporation:				
Interborough Rapid Transit.....	339,128	\$33,912,800 00	16 1,906 17	\$104,563,042 00
New York Railways....	18 152,765 18	15,276,558 20	18 1906 and 1907	19 68,683,375 00
By Metropolitan Securities Company:				
Central Crostown R. R.	5,028	502,800 00	May 22, 1907	1,382,800 56
Jerome Park Railway...	500	50,000 00	December 6, 1911	150 00
By New York Transportation Company:				
Fifth Avenue Coach Co..	500	50,000 00	Nov. 30, 1899	326,935 16

¹⁶ Acquired by Interborough Metropolitan Company.

¹⁷ Consisted of stocks, bonds and cash.

¹⁸ Includes \$58.20 of scrip.

¹⁹ With the exception of 64 shares, par value, \$6,400 acquired at a cost of \$30 per share, originally represented by 427,400 shares, par value, \$100 each or \$42,740,000 of the Metropolitan Street Railway Company acquired at a cost in stock, bonds and cash of \$68,684,455 and exchanged under the provisions of the reorganization plan of the Metropolitan Street Railway Company.

Interborough Consolidated Corporation
INTERCORPORATE HOLDINGS — Concluded

B. BONDS OWNED OR CONTROLLED

Name of Company and Security Owned	Par value	(Term) Date of maturity	Rate of interest	Amount paid therefor
By Interborough Consolidated Corporation:				
N. Y. Railways 1st real estate and refunding gold bonds.....	\$3,000 00	January 1, 1942	4%	"
N. Y. Railways adjustment gold bonds....	" 2,300 20	January 1, 1942	5%	"

Schedule 2.— Obligations to Associated Companies, as of June 30, 1913.

New York Transportation Company to Fifth Avenue Coach Company: Current account; amount, \$3,773.87; interest, none.

Schedule 3.— Capital Issues and Consideration Received Therefor Secured by Holdings of Stocks.

Name of Company and Capital Issue	Par value of issue	Consideration received therefor	Par value of holdings of stocks used as collateral security	Trustee
Interborough Consolidated Corporation:				
Interborough-Metropolitan collateral trust 4½ per cent bonds issued in 1903.	\$67,825,000 00	N. R.	Interborough Rapid Transit \$33,912,800 00	Empire Trust Company
Interborough-Metropolitan 10-year 6 per cent collateral gold notes, dated January 1, 1915.....	3,000,000 00	N. R.	New York Railways \$15,270,100 00	Bankers Trust Company
Metropolitan Securities Company:				
Note given to Interborough-Metropolitan Company, May 22, 1907....	15,000,000 00	N. R.	Central Croastown \$502,800 00	_____

MISCELLANEOUS INFORMATION, AS OF JUNE 30, 1916

Principal Officers.— Interborough Consolidated Corporation: Chairman of the Board and Executive Committee, August Belmont; President, Theodore P. Shonts; Vice-President, H. H. Vreeland and D. W. Ross; Assistant to President, W. Leon Pepperman; Secretary and Assistant Treasurer, H. M. Fisher; Treasurer and Assistant Secretary, J. H. Campbell; Assistant Secretary, A. C. Wigren; General Counsel, R. R. Rogers; General Auditor, E. F. J. Gaynor; General Attorney, J. L. Quackenbush.

Metropolitan Securities Company: President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary and Treasurer, E. W. Sayre.

New York Transportation Company: President, Richard W. Meade; Vice-President, Herbert H. Vreeland; Secretary, Samuel E. Morrow; Treasurer, George L. Willems.

Directors.— Interborough Consolidated Corporation: August Belmont, August Belmont, Jr., Edward J. Berwind, Edward R. Bacon,²⁰ H. M. Fisher, Andrew Freedman,²¹ R. R. Govin, S. R. Guggenheim, Edwin S. Marston, W. Leon Pepperman, Theodore P. Shonts, F. de C. Sullivan, F. de Witt Cuyler, F. P. Frazier, Cornelius Vanderbilt.

Metropolitan Securities Company: J. H. Campbell, H. M. Fisher, E. F. J. Gaynor, Frank S. Gannon, W. Leon Pepperman, H. H. Vreeland.

New York Transportation Company: Edward J. Berwind, Philip T. Dodge, Horace M. Fisher, Richard W. Meade, W. Leon Pepperman, Henry Sanderson, Theodore P. Shonts, Herbert H. Vreeland, Edmond E. Wise.

Main Business Office.— Interborough Consolidated Corporation and Metropolitan Securities Company, 165 Broadway, New York City; New York Transportation Company, 10 East 102d street, New York City.

The information as to intercorporate holdings submitted by the Interborough Consolidated Corporation, Metropolitan Securities Company and New York Transportation Company in compliance with the order of the Commission in Case No. 2128 adopted August 11, 1916, together with the corresponding information relating to the non-railway companies derived from other sources, the information relating to the railway companies derived from their reports to the Public Service Commission and other information as to length of road and termination of leases is summarized in the following table. For description of chart based on this table, see page 106 of this volume.

²⁰ Acquired under the reorganization agreement of the Metropolitan Street Railway Company, the cost of which cannot be separately stated.

²¹ Of this, \$300.20 is scrip.

²² Since deceased.

COMPANY	Miles of revenue (running) track owned	GROSS OUTSTANDING		PAYMENT ON LONG-TERM DEBT OUTSTANDING			Year when issue expires
		Total	By Interborough Consolidated Corp.	By other system companies	Total	By Interborough Consolidated Corp.	By other system companies
Lines.....	850,403,635				\$70,335,000 00	\$3,547,000 00	\$1,078,000 00
.....	25,000,000		\$33,012,800 00		148,653,000 00		\$3,169,306 73
.....	70,635			\$2,204,800	5,353,306 73		
.....	2,233,000			\$5,000,000			\$942,023 72
.....	6,000,000			\$2,000,000		\$3,000 20	\$1,013,357 59
.....	2,000,000				942,023 72		
.....	17,495,000		15,276,538 20		58,549,174 97		
.....	5,550		29,347 50	\$400,000			
.....	0 794			\$537,900			\$3,110,308 52
.....	1 661			\$1,000,000			
.....	3 932			\$807,500			\$409,000 00
.....	10 309			\$1,400,200			\$1,500,000 00
.....	1 693			\$3,000,000			
.....	26,000,000		29,362,000 00				
Total.....	\$127,181,693	\$75,610,706 20	\$18,030,400		\$299,708,313 34	\$2,552,300 20	\$11,222,335 96
Co.....	41 310	\$1,300,000		\$493,000	\$1,000,000 00		\$300,000 00
.....	25 230	600,000		\$200,000	750,000 00		\$375,000 00
.....		100,000		\$50,000			
.....		100,000		\$25,000			
.....		2,350,000	\$1,011,970 00				
.....		50,000		\$50,000			
.....		1,000		\$1,000			
Total.....		\$4,201,000	\$1,011,970 00	\$919,000	\$1,750,000 00		\$375,000 00
and 2.....	76 130				\$54,236,225 00		
.....	2 860				369,910 75		
.....	114 270	\$60,000,000			45,387,442 03		\$6,338 96
.....	4 148	650,000			210,000 00		
.....	5 104	900,000			700,000 00		
.....	16 823	1,000,000			730,000 00		
.....	18 900	\$2,500,000					
.....	16 281	800,000					
.....	12 138	2,000,000					
Total.....		\$67,850,000			\$101,653,577 78		\$6,388 96

of \$400,000 held by New York Railways Co. and \$9,000 held by 23d Street Rail-
way Co.
because the amount
makes it very nearly
Held by Manhattan

Interborough Consolidated Corporation

ADDENDUM

The Interborough Consolidated Corporation is a consolidation of the Interborough-Metropolitan Company, which was organized under the Business Corporation Law of the State of New York on January 24, 1906, with an authorized capital stock of \$155,000,000 (\$100,000,000 common and \$55,000,000 preferred), whereof there was outstanding on June 1, 1915, \$139,002,192 (\$93,262,192 common and \$45,740,000 preferred 5 per cent cumulative) and the Finance and Holding Corporation, which was organized as a business stock corporation in February, 1915 with ten shares of capital stock (five shares preferred, par value \$100 and five shares common, no nominal or par value).

The consolidation provided for an exchange of capital stock of the Interborough Consolidated Corporation, share for share for stock of the Interborough-Metropolitan Company and Finance and Holding Corporation, as follows: The common stock of the Interborough-Metropolitan Company, par value \$100 and of the Finance and Holding Corporation, no nominal or par value, exchanged for common stock of Interborough Consolidated Corporation; the 5 per cent cumulative preferred stock of the Interborough-Metropolitan Company, par value \$100, and which was entitled to 6 per cent interest per annum on unpaid dividends until paid, and the preferred stock of the Finance and Holding Corporation, par value \$100 exchanged for 6 per cent non-cumulative preferred stock of Interborough Consolidated Corporation.

The capital of the corporation is represented by 1,390,031.92 shares of stock, divided into 457,405 shares of preferred stock having a par value of \$100 per share, and 932,626.92 shares of common stock, without nominal or par value. The rights of holders of these securities are as follows:

The holders of the preferred stock are entitled to receive or to have set aside in trust for the payment thereof during any fiscal year, when and as declared by the directors from the surplus, or net profits for such fiscal year, and before any dividend shall be paid to the common stockholders during such fiscal year, non-cumulative dividends not exceeding six per centum per annum payable yearly, half-yearly, or quarterly, and on dates to be determined by the directors.

The preferred and common stockholders have equal voting rights; except that in event, in the fiscal year beginning January 1, 1916, or any fiscal year thereafter, dividends at the full rate of six per centum per annum shall not be paid upon the preferred stock, the preferred stockholders at the next annual meeting after the close of such fiscal year shall have the right to cast two votes for each share of preferred stock, as against one vote for each share of common stock.

In the event of any dissolution, liquidation, or winding-up, whether voluntary or involuntary, of the corporation, the holders of the preferred stock, before any amount shall be paid to the holders of the common stock, shall be entitled to be paid the par value of such stock, and all further assets, after paying such par value, shall be distributed ratably among the holders of the common stock.

No stock shall be created by the corporation having a priority over the right of the preferred stockholders; but either the preferred or the common stock, or both, may be increased or reduced, ratably or otherwise, upon a vote of the majority of the Board of Directors and the holders respectively of three-fourths of the preferred stock and three-fourths of the common stock

INTERBOROUGH RAPID TRANSIT COMPANY

LESSEE OF MANHATTAN RAILWAY COMPANY AND OF MUNICIPAL RAPID TRANSIT RAILROADS
(CONTRACTS 1-3)

History.—Incorporated May 6, 1902, under the following laws: Chapter 565, Laws of 1890, chapter 544, Laws of 1902, all other statutes affecting said company and all acts amendatory of and supplementary to the aforesaid statutes.

[This company operates the lines of the Manhattan (elevated) Railway Company under the terms of a lease which expires November 1, 1974, paying annually as rent, a dividend of 7 per cent upon the par value of the lessor's capital stock after January 1, 1906, interest on the lessor's bonds and all taxes, and in addition a cash rental, which under the terms of the agreement of March 15, 1913, modifying the lease of 1903, was increased from \$10,000 to \$35,000 per annum. (For details of modification of lease, see abstract of Manhattan Railway Company for 1913.)

This company also operates the Rapid Transit Railroad (subway) built by the City of New York, under the terms as set forth in Contract No. 1, dated February 21, 1900, for the construction and operation of the Manhattan and The Bronx Rapid Transit Railroad (extending from the Postoffice, north). As lessee it pays the interest on the bonds of the City of New York issued for construction and in addition a sinking fund installment of 1 per cent of the amount of these bonds. All charges for maintenance and repairs are met by this company, which furnishes the cars and electrical equipment of the system, with the understanding that the City of New York will pay the fair value of the same at the expiration of the lease, or whenever the lines are taken over from this company.

This company also operates under similar terms, as set forth in Contract No. 2, dated July 21, 1902, for construction and operation, the Brooklyn-Manhattan Rapid Transit Railroad built by the City of New York, and extending from the Postoffice to Atlantic avenue.

Leaseholds acquired or modified, and modifications of or additions to franchise rights are embodied in Contract No. 3 and the certificates issued March 19, 1913, by the Public Service Commission to the Manhattan Railway Company and to the respondent.]¹

Under the several franchises now held by the respondent, service was first rendered by the Manhattan Railway division in 1868 and by the subway division on October 27, 1904.

Subsidiary Corporations.—Sole stock control is held by this company of the following corporations: New York & Queens County Railway Company, Rapid Transit Subway Construction Company, and Subway Realty Company. Joint stock control of The Long Island Electric Railway Company and The New York and Long Island Traction Company is held by this company and the Long Island Consolidated Electrical Companies. [See investments listed on subsequent page.]

The Interborough Consolidated Corporation, successor to the Interborough-Metropolitan Company holds control of this company through its ownership of 339,108 shares out of 350,000 shares of capital stock.

Stockholders and Members.—Total voting power of all members of the company on September 13, 1915, 350,000, each holder of \$100 par value having one vote; total number of stockholders, 84, of whom 59, holding 343,887 shares, reside in New York State.

Total votes cast at last general meeting, September 22, 1915, 343,143, Theo. P. Shonts and Edward J. Berwind, joint proxies, casting 405 votes for themselves, 339,624 on behalf of corporate members and 3,114 on behalf of others.

Important Changes during the Year.—A two-track subway extension, 0.14 mile in length, along Fourth avenue, Long Island City, between Jackson avenue and Hunters Point avenue, was put into operation February 15, 1916. On the Manhattan Railway division new tracks were built and put into operation as follows: Second avenue line, 4.77 miles; Third avenue line, 9.08 miles; Ninth avenue line, 3.65 miles, consisting of third, fourth and fifth tracks, sidings and crossovers. Old crossings and sidings were removed to the aggregate of 5.84 miles, making a net increase in track mileage of the Manhattan Railway division of 11.66 miles.

First and refunding mortgage 5 per cent gold bonds, dated January 1, 1913, were issued and sold at 93½ and accrued interest to provide funds for construction as follows: subway contribution, \$35,657,000; Manhattan Ry. third tracking, \$3,130,000; Manhattan Ry. power plant improvements, \$818,000; elevated extensions, \$5,395,000; total par value, \$45,000,000; proceeds, exclusive of accrued interest, \$42,075,000.

Securities were purchased as follows: \$186,000, par value of the capital stock of the Subway Realty Co., cost, \$229,399.99; \$12,000, par value, City of New York 4½ per cent corporate stock, due 1957, cost, \$12,900; \$719,000, par value, Interborough Rapid Transit Co. first and refunding

¹ [The terms of Contract No. 3 and the related certificates are set out in the chapter on rapid transit in vol. I of the Annual Report, 1913; the method of financing, in the chapter on stock and bond applications in the same volume. See also vol. IV and Documentary History, vol. V, pp. 512-37 and chart No. 2.]

² [The original terms of the leases, under Contracts No. 1 and No. 2, were for 50 and 35 years respectively, with renewal privilege of 25 years in each. Under Contract No. 3 these provisions were changed to conform with the term of the latter, 49 years from January 1, 1917, or date of completion of construction.]

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Interborough Rapid Transit Company

mortgage 5 per cent gold bonds, cost, \$699,520. The one-year 6 per cent notes of the City of New York, held by respondent to the amount of \$651,000, were redeemed on maturity, Sept. 1, 1915.

BALANCE SHEET

Assets Side		Increase or (D) decrease	
June 30, 1915		June 30, 1916	
Current assets:			
\$3,844,967 44	Cash.....	\$3,497,233 47	D \$347,733 97
26,837,402 73	Special deposits.....	48,548,662 81	21,711,260 08
6,120 00	Bills receivable — demand.....	6,120 00	.....
6,096,343 48	Accounts receivable ⁴	2,610,163 67	D 3,486,179 81
263,530 38	Interest and dividends receivable ⁵ ..	728,940 75	465,410 37
1,592,583 19	Materials and supplies.....	2,444,155 30	851,572 11
Miscellaneous investments:			
19,148,844 96	Stocks and funded debt of associated companies.....	19,378,244 95	229,399 99
942,022 72	Advances to associated companies..	942,022 72	.....
5,668 92	Securities of non-associated companies.....	5,668 92	.....
4,415,992 98	Real estate and other miscellaneous investments.....	4,576,948 06	160,955 08
" Fixed Capital, Dec. 31, 1908 ":			
1,419,794 67	Street railway land.....	1,419,794 67	.....
10,451,752 63	Intangible street railway capital.....	10,451,752 63	.....
24,685,359 31	Tangible street railway capital.....	24,336,130 42	D 349,228 89
Fixed capital installed since 1908:			
3,123,044 32	Street railway land.....	4,916,389 92	1,793,345 60
13,237,285 75	Intangible street railway capital....	14,264,401 09	1,027,115 34
37,592,669 50	Tangible street railway capital.....	63,222,300 56	25,629,631 06
90,509,806 18	Total fixed capital — gross.....	118,610,769 89	28,100,963 11
2,292,637 17	Less accrued amortisation.....	2,892,885 44	600,248 27
88,217,169 01	Total fixed capital — net.....	115,717,883 85	27,500,614 84
Miscellaneous temporary debits:			
463,502 48	Construction in process.....	67,032 62	D 396,469 86
2,398,306 73	Advances to associated companies..	2,458,306 73	60,000 00
1,036,711 72	Prepayments.....	1,077,844 12	41,132 40
7,867,389 41	Unamortised debt discount and expense.....	10,051,624 17	2,184,234 76
4,256 35	Suspense.....	3,716 48	D 539 87
68,644 01	Securities in trust for voluntary relief fund.....	68,644 01	.....
\$163,209,556 51	Total.....	\$212,183,212 63	\$48,973,656 12

³ The Balance Sheet excludes specific reference to the advances made from the General Cash Fund to the Manhattan Third Tracking Cash, aggregating on June 30, 1915, \$1,600,000, and on June 30, 1916, \$4,625,000; it also excludes Manhattan power plant cash, June 30, 1916, \$150,000.

⁴ Includes Manhattan Railway Company account, representing additions and betterments on leased lines: 1915, \$4,001,068.05; 1916, \$216,542.49. Also includes accounts receivable from associated companies: 1915, not reported; 1916, \$1,819,504.44.

⁵ [This does not include interest accrued on bonds of Long Island Electric Railway Company, nor of The New York and Long Island Traction Company, because in both cases the interest is so far in arrears that the respondent deems it better not to enter it as an asset, but to credit such interest, when received, to surplus.— 1911 report.]

⁶ Supplies purchased by the contractor for Manhattan Third Tracking..... \$21,801 70
Supplies purchased by the contractor for Elevated Extensions..... 77,514 93

\$99,316 63

Less 10 per cent reserve withheld from the contractor for Elevated Extensions. 32,284 01

\$67,032 62

Interborough Rapid Transit Company

BALANCE SHEET — *Concluded*

June 30, 1915	LIABILITIES SIDE	June 30, 1916	Increase or (D) decrease
	Unfunded debt:		
\$689,055 19	Taxes accrued.....	\$700,118 14	\$11,062 95
.....	Matured funded debt unpaid.....	.....	.....
1,485,173 68	Miscellaneous accounts payable....	¹ 1,064,200 22	D 420,973 46
2,603,900 00	Interest accrued on funded debt....	3,735,775 00	1,131,875 00
75,000 00	Interest accrued on unfunded debt..	.....	D 75,000 00
2,290,663 97	Rent accrued for lease of road.....	2,306,429 66	15,765 69
875,000 00	Dividends declared.....	1,750,000 00	875,000 00
284,695 18	Due for wages.....	190,726 47	D 93,968 71
103,658,000 00	Funded debt: Mortgage bonds.....	148,658,000 00	45,000,000 00
377,322 73	Manhattan Railway lease account....	377,322 73	.....
118,754 58	Other contractual reserves.....	190,233 29	71,478 71
242,882 60	Suspense credit balances, net.....	679,429 23	436,546 63
35,000,000 00	Capital stock.....	35,000,000 00	.....
15,509,108 58	Corporate surplus.....	17,530,977 89	2,021,869 31
<u>\$163,209,556 51</u>	<u>Total.....</u>	<u>\$212,183,212 63</u>	<u>\$48,973,656 12</u>

Contingent Liabilities.— Judgments against the respondent appealable as of June 30, 1916, or then suspended through appeal, aggregated \$16,264.52. The respondent is indebted to the Rapid Transit Subway Construction Company by reason of the excess cost of the Brooklyn Extension (from Broadway and Ann Street, Manhattan, to Atlantic Avenue, Brooklyn) over the amount contributed for that purpose by the City of New York — a final settlement with the sub-contractors and with the City of New York not yet effected — in the sum estimated at approximately \$750,000.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:

No report filed with State Board of Tax Commissioners.

Assessed valuation for 1916 taxes:	Manhattan Borough	Bronx Borough	Queens Borough	Brooklyn Borough
Real property outside streets and public places.....	\$5,468,500	\$1,806,050	\$395,900	\$100,000
Tangible property in streets and public places.....	210,000	.....	.....	.....

DETAILS OF ASSETS AND DEBIT BALANCES

"Fixed Capital, December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Engineering and superintendence.....	\$490,899 05	.....	\$490,899 05
Cost of leases.....	9,148,935 52	.....	9,148,935 52
Real estate used in operation of road.....	1,419,794 67	.....	1,419,794 67
Electric line construction.....	4,667,617 48	.....	4,667,617 48
Buildings and fixtures used in operation of road.....	4,572,002 09	.....	4,572,002 09
Power plant equipment.....	5,621,305 56	\$20,684 25	5,600,621 31
Shop tools and machinery.....	70,677 15	.....	70,677 15
Cars.....	8,522,932 25	328,544 64	8,194,387 61
Organization (contractor's expense account)	1,302,817 11	.....	1,302,817 11
Interest and discount.....	255 61	.....	255 61
Miscellaneous.....	739,670 12	.....	739,670 12
<u>Total.....</u>	<u>\$36,556,906 61</u>	<u>\$349,228 89</u>	<u>\$36,207,677 72</u>

Details of Capital Withdrawn.— Ten quadruple Roney mechanical stokers purchased from Westinghouse Machine Company under contract of May 9, 1904, \$19,121.75; 20 soapstone slabs; two oil vessels complete with top insulators and baffles; three bottom-contact clamps with studs and set screws; six bottom-contacts; 1 contact rod; two crossheads. All purchased under contract for original equipment of 59th Street Power Station, \$352.50; two oil switches, type H-3, Form F. E. 300 amp. G. E. No. 76234, purchased from General Electric Company, July 23, 1902, and

¹ Includes \$244,850.23, representing the unpaid balance of construction audited vouchers for expenditures under Contract No. 3 and the allied certificates.

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Interborough Rapid Transit Company

oundation for same, \$1,210.00; 16 composite motor-car bodies and 88 composite trailer-car bodies, \$328,544.64; total, \$349,228.89; transferred to Elevated Extensions at the agreed present value.

Fixed Capital Installed since December 31, 1908 (Exclusive of Expenditures under Contract No. 3 and the allied certificates.)

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Intangible street railway capital.....				\$4,471,306 00
Street railway land.....	\$11,362 74			411,920 78
Grading.....				10,365 62
Ballast.....				4,108 57
Ties.....				13,464 14
Rails, rail fastenings, and joints....				22,293 33
Special work.....				4,268 84
Track laying and surfacing.....				7,358 27
Roadway tools.....				12 92
Tunnels.....	10,837 56			16,496 25
Elevated structures and foundations				257,617 94
Interlocking and other signal apparatus.....	11,681 29			337,944 90
Telephone and telegraph lines.....	39,529 73			39,579 40
Transmission system.....	19,969 42			271,857 29
Distribution system.....	13,069 62			300,347 30
Power plant buildings.....				23 01
Sub-station buildings.....				1,193 57
Shops and car-houses.....	202 11			282,503 75
Stations, waiting rooms and miscellaneous buildings.....	22,866 18			201,532 55
Furnaces, boilers and accessories....	88,957 27			215,424 80
Steam engines (including turbo units)				1,019,747 03
Power plant electric equipment.....				25,066 83
Miscellaneous power plant equipment.....	1,259 41			1,259 41
Sub-station equipment.....	3,307 70			236,900 35
Shop equipment.....				20,469 91
Revenue cars.....	2,104,128 88			6,214,273 59
Electric equipment of cars.....	137,550 02			1,873,386 13
Other rail equipment.....	6,218 19			41,141 84
Engineering and superintendence....				23,668 82
Law expenditures during construction.....				2,310 29
Injuries during construction.....				22,389 63
Miscellaneous construction expenditures.....				30,962 74
Total.....	\$2,470,940 12			\$16,381,197 68

*Fixed Capital Installed since December 31, 1908 (Expenditures under Contract No. 3 and the allied certificates) **

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Original capital additions and betterments	Renewals and replacements		
Intangible street railway capital....	\$1,027,115 34			\$9,798,095 09
Right of way.....	1,753,945 70			4,467,397 30
Other street railway land.....	28,037 16			37,161 64

* Expenditures under Contract No. 3, for Manhattan third tracking, for elevated extensions, and for the Manhattan power plant improvements. [The item "Intangible street railway capital" contains \$7,759,739.24 which is not includible under Contract No. 3 and allied certificates.]

ABSTRACTS OF RETURNS OF COMMON CARRIERS

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Interborough Rapid Transit Company

Fixed Capital Installed since December 31, 1908 (Expenditures under Contract No. 3 and the allied certificates) — Concluded

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Original capital additions and betterments	Renewals and replacements		
Grading.....				\$8,221 91
Ties.....	\$97,153 91			237,835 35
Rails, rail fastenings, and joints....	164,032 25			244,626 70
Special work.....	59,547 91			64,002 25
Track laying and surfacing.....	169,116 44			350,853 71
Roadway tools.....	3 93			3,202 73
Tunnels.....	8,588,550 25			21,763,529 26
Elevated structures and foundations.	5,421,203 94			10,027,298 95
Bridges, trestles and culverts.....	59,670 47			272,385 84
Crossings, fences and signs.....	327 83			327 83
Interlocking and other signal apparatus.....	507,443 67			654,868 43
Telephone and telegraph lines.....	4,522 46			25,241 25
Underground conduits.....	389,251 52			408,282 39
Transmission system.....	112,387 36			149,276 52
Distribution system.....	221,140 94			381,410 77
Power plant buildings.....	44,666 19			91,710 49
Sub-station buildings.....	79,494 19			80,743 43
Shops and car houses.....	38,871 05			42,124 51
Stations, waiting rooms and miscellaneous buildings.....	1,507,905 32			2,916,022 56
Furnaces, boilers and accessories....	85,793 13			484,305 39
Steam engines.....	50,160 48			496,376 83
Steam turbine units.....	134,432 37			819,708 51
Power plant electric equipment.....	75,903 90			345,322 38
Miscellaneous power plant equipment.....	16,543 08			116,446 57
Sub-station equipment.....	303,644 44			334,843 65
Revenue cars.....	740,721 92			855,668 10
Electric equipment of cars.....	46,313 16			88,245 65
Miscellaneous equipment.....	9,249 49			12,726 22
Engineering and superintendence...	530,574 73			1,872,413 95
Law expenditures during construction.....	51,195 46			253,926 76
Injuries during construction.....	124,439 33			176,894 19
Interest during construction.....	2,857,436 78			6,607,741 95
Miscellaneous construction expenditures.....	678,249 78			1,537,744 63
Total.....	\$25,979,151 88			\$66,021,893 89

Betterments on Leasehold Properties.— (Manhattan Railway Co., Lessor.) Balance, June 30, 1915, \$4,001,068.05. Installed during the year: Additional stairway, 28th street and Third avenue, \$2,119.46; additional stairway, 59th street and Third avenue, \$2,087.95; building, No. 371 East 143d street, \$200.00; damages to property, \$42,606.58; legal expenses in connection with damages to property, \$15,574.94; station, 38th street and 6th avenue, \$7,528.99; station, 151st street and Eighth avenue, \$1,179.30; extension of machine shop, 159th street yard, \$325.42; garage on Third avenue between 98th and 99th streets, \$977.89; station, 99th street and Columbus avenue, Cr. \$68.11; total, \$72,532.42;¹⁰ transferred to capital account of respondent, \$97,971.46; amount paid by lessor during the year, \$3,759,618.61; balance at close of year, \$216,010.40, reported as recoverable from lessor.

⁹ Includes supplies for construction and equipment, Contract No. 3, and Elevated Extensions. \$423,816.71.

¹⁰ Capital of the Manhattan Railway Company, costing \$40,156.91, was retired during the year; that amount was credited to Manhattan equipment reserve account and charged as follows: Accounts receivable, \$13,341.29; insurers, \$5,383.03; profit and loss, \$13,458.01; accrued amortization of capital, \$7,974.58.

Interborough Rapid Transit Company
Details of Expenditures for Improvements

Van Cortlandt park terminal property.....	\$11,362 74
Independent power supply for fans in ventilating chambers.....	10,837 56
Additions to signal system.....	11,681 29
Additional telephones at emergency alarm boxes.....	39,529 73
Connecting sub-stations with independent supply.....	18,691 38
Two additional feeders from 59th street station to 53d street and Broadway..	1,278 04
Remote circuit breakers at ends of all underground feeders.....	9,946 90
600-feet safety zones between sub-stations.....	3,096 58
Additional shed, 148th street yard.....	202 11
Lighting at Brooklyn Bridge station and Borough Hall station.....	699 56
Movable station platforms.....	22,166 63
Main power-station equipment.....	90,216 68
Sub-station equipment.....	3,307 70
478 steel car bodies replacing composite bodies.....	2,094,954 51
Equipping 236 motor and 116 trailer cars with gap filler guide boards.....	9,378 24
Installing centre side doors on subway cars.....	Cr. 203 87
Electric equipment of 478 steel cars replacing composite cars.....	137,550 02
Purchase of 2 V-body dump cars.....	2,252 29
Converting motor flat cars Nos. 87 and 88 into steel box cars.....	1,807 40
Converting trailer flat cars Nos. 53 and 71 into steel box cars.....	2,147 20
Minor projects.....	37 44
Total.....	\$2,470,940 12

Contract No. 3:	
Contribution to construction.....	\$15,782,119 15
Equipment.....	1,353,106 64
Manhattan third tracking:	
Plant and structure.....	6,295,926 71
Equipment.....	Cr. 4,249 47
Elevated extensions:	
Plant and structure.....	767,875 90
Equipment.....	853,737 94
Manhattan power plant improvements.....	930,635 01
Total.....	\$25,979,151 88

Patent Rights and Other Intangible Capital Acquired during the Year.— Debt discount and expense in accordance with Contract No. 3 and the certificates for elevated third tracking and extensions, actual money cost and amount at which carried on the books, \$1,027,115.34.

Land Acquired during the Year and Devoted to Electric Railway Operations

	Actual money cost and amount at which carried on books
Real estate acquired by city under Contract No. 3.....	\$339,069 49
Easements acquired by city under Contract No. 3.....	150,745 23
Easements acquired by respondent account of third tracking.....	933,090 97
Easements acquired by respondent account of elevated extensions.....	204,751 54
Nos. 362 and 364 Jackson avenue, Long Island City, 50 feet by 125 feet, bought July 29, 1915.....	16,154 11
Total.....	\$1,643,811 34

Equipment Retired during the Year.— One rotary and 3 transformers for rotaries, cost \$24,282.82; recovered from other companies, \$13,341.29; charged to Accrued amortization of capital, \$5,456.72; charged to Surplus, \$5,484.81. Three closed motor passenger cars bought between January, 1886, and October, 1887, cost \$15,874.09, were retired; recovered from insurers, \$5,383.03; charged to Accrued amortization of capital, \$2,517.86; charged to Surplus, \$7,978.20. Eighty-

Interborough Rapid Transit Company

eight composite trailers, 16 motor passenger cars and 1 trailer pay-car taken to shop to be converted to motor passenger cars. Four flat work cars were converted to box type cars. Four economizers, 1 steam engine, 1 generator and 12 stokers were removed from 74th street power station in connection with Manhattan power plant improvements; credited to Manhattan Railway Reserve account.

Name of Issuing Company and Security <i>Free investments</i>	Miscellaneous Investments				Income accrued during year
	Par value of amount held	Actual money cost to respondent	Amount at which carried on books		
New York and Queens County Ry. Co.:					
4% 50-year 1st mtg. bonds, 1896.....	\$786,000 00	\$789,635 74	\$789,635 74		\$31,440 00
Monoroad Construction Co.:					
Capital stock.....	250,000 00	5,668 92	5,668 92		.....
New York and Long Island Traction Co.:					
Preferred stock.....	125,000 00	744,779 61	744,779 61		(11)
Common stock.....	368,000 00				
4½% 40-year 1st mtg. bonds, 1902.....	500,000 00				
Long Island Electric Ry. Co.:					
Capital stock.....	300,000 00	613,003 53	613,003 53		(11)
5% 30-year 1st mtg. gold bonds, 1895.....	300,000 00				
New York and Queens County Ry. Co.:					
Capital stock.....	3,204,800 00	2,895,160 24	2,895,160 24		.....
Rapid Transit Subway Con- struction Co.:					
Capital stock.....	6,000,000 00	12,000,000 00	12,000,000 00		.....
Subway Realty Co.:					
Capital stock.....	186,000 00	229,399 99	229,399 99		1,773 33
Real estate:					
Lenox avenue, between 147th and 148th streets.....	.....	6,653 13	6,653 13		.....
218th street and Harlem river Main and Ditmars streets, City Island.....	.....	825,690 56	825,690 56		.....
South Vernon park.....	.....	4,821 33	4,821 33		.....
156 and 158 East 42d street..	.....	387,750 76	387,750 76		.....
West 8th street, 179 4th street, and on Jackson and Vernon avenues, Long Is- land City.....	.....	173,998 89	173,998 89		.....
Interborough Rapid Transit Co.: 12		906,131 14	906,131 14		.....
5% 1st and ref. mtg. 53-year bonds, 1913.....	355,000 00	345,841 00	345,841 00		17,750 00
Manhattan Ry. Co.:					
4% 100-year cons. mtg. bonds, 1890 14.....	.....	.....	.....		.....

11 See note 5.
12 Cost in stock and cash [cash, \$2,400,000; stock, \$9,600,000 — 1903 report.]
13 Respondent incorrectly carries this item in its investment account instead of deducting it from its nominally outstanding funded debt.
14 Sold March 1, 1916.

Interborough Rapid Transit Company
Miscellaneous Investments — Concluded

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Mortgaged or pledged investments</i>				
Subway Realty Co.: ¹⁵				
Capital stock.....	\$1,814,000 00	\$2,106,265 84	\$2,106,265 84	\$90,700 00
Demand note, 6%.....	942,022 72	942,022 72	942,022 72	56,521 36
City of New York, corporate stock, 4½% ¹⁶	1,000,000 00	1,000,200 00	1,000,200 00	45,000 00
City of New York, corporate stock, 4½% ¹⁷	209,000 00	213,441 25	213,441 25	8,882 50
City of New York, corporate stock, 4½% ¹⁸	12,000 00	12,900 00	12,900 00	.....
City of New York, notes, 6% ¹⁹.....	.....	.....	.....	(²⁰)
Interborough Rapid Transit Co.:				
5% 1st and ref. mtg. 53-year bonds, 1913.....	719,000 00	699,520 00	699,520 00	(²⁰)
Total.....	.....	\$24,902,884 65	\$24,902,884 65	\$252,067 19

Advances to Associated Companies.— New York and Queens County Railway Co., balance, June 30, 1915, \$2,383,306.73; no changes during year; interest accrued, \$119,165.34; Long Island Electric Railway Co., balance, June 30, 1915, \$15,000; advanced during year, \$60,000; balance June 30, 1916, \$75,000; interest accrued, \$3,079.16.

Special Deposits.— Coupon, \$3,735,775; dividend, \$1,750,000; interest on Manhattan Ry. Co. Consolidated Mortgage 4 per cent bonds, \$14,320; interest on Manhattan Ry. Co. second mortgage bonds, \$100; interest on Manhattan Ry. Co. registered bond certificates, \$1.80; dividends on Manhattan Ry. Co. capital stock, \$1,050,101.50; cash deposited with New York State Industrial Commission, \$19,394.55; special cash funds, itemized below, \$41,978,969.96; total, \$48,548,662.81.

Special Cash Funds	June 30, 1915	June 30, 1916
Subway contribution, cash.....	\$20,055,594 43	\$36,412,590 39
Elevated extension, cash.....	86,240 37	5,544,495 24
Manhattan powerhouse, cash.....	2,085,822 71	11,246 73
Manhattan third tracking, cash.....	44,992 41	10,637 60
Total.....	\$22,272,649 92	\$41,978,969 96

Materials and Supplies.— General supplies, \$2,359,754.34; coal, \$35,611.52; stationery, \$19,130.95; tickets, \$11,476.91; shop manufactures, \$17,854.04; master mechanic's supplies, \$327.59; total, \$2,444,155.30.

Prepayments.— Taxes, \$895,958.27; insurance, \$171,651.10; rents, \$10,234.75; total, \$1,077,844.12.

Suspense.— Operation of employees' store No. 3, \$3,637.02; operation of recreation rooms, \$79.46; total, \$3,716.48.

Discount on Outstanding Funded Debt.— On 5 per cent first and refunding mortgage bonds, due January 1, 1966, amount outstanding June 30, 1916, \$148,653,000. Discount equal to 3 per cent of cost of work allowed under Contract No. 3 and allied certificates, balance to be extinguished by sinking fund operations. Amount of discount unextinguished at beginning of year, \$5,829,705.14; discount suffered on issue made during year, \$2,925,000; charged off during year, \$751,455.48; balance June 30, 1916, \$8,003,249.66 ²¹.

¹⁵ Pledged under the First and Refunding mortgage: Interborough Rapid Transit Company to Guaranty Trust Company of New York, dated March 20, 1913.

¹⁶ Deposited with Comptroller, City of New York under Contract No. 3.

¹⁷ Deposited with New York State Industrial Commission.

¹⁸ Deposited with Comptroller, City of New York, account of water tunnel, 59th street.

¹⁹ Paid at maturity, September 1, 1915.

²⁰ "As the notes referred to on this line are the investment of a depreciation reserve, the interest thereon accrued to the credit of that reserve."

²¹ [In addition to this amount, the account contains charges on account of premiums paid in connection with refunding old bond issues, expenses of issues, etc.]

Interborough Rapid Transit Company
DETAILS OF LIABILITIES AND CREDIT BALANCES
Securities

Particulars of Stock and Funded Debt	Stock	First and refunding gold mortgage bonds
Nominal date of issue.....	_____	1913
Date of maturity.....	_____	Jan. 1, 1966
Interest, rate and dates.....	_____	5% Jan. & July
Denominations.....	1 share = \$100	\$1,000 00
Authorized by company.....	\$35,000,000	300,000,000 00
By public authority.....	35,000,000	160,957,000 00
Only nominally issued.....	.....	5,873,000 00
Held free.....	.....	≈ 5,873,000 00
Actually issued.....	35,000,000	148,658,000 00
Issued prior to year.....	35,000,000	103,658,000 00
Cash realized.....	≈ 21,620,000	96,920,230 00
Discount.....	.....	6,737,770 00
Actually issued in year.....	.....	45,000,000 00
Cash realized.....	.....	42,075,000 00
Discount.....	.....	2,925,000 00
Reacquired and held alive.....	.....	1,074,000 00
Held free.....	.....	≈ 355,000 00
In sinking or other fund.....	.....	719,000 00
Actually outstanding.....	35,000,000	≈ 148,658,000 00
Interest accrued and dividends declared.....	7,000,000	≈ 6,932,900 00
Interest charged to income.....	_____	3,043,630 26
Charged to construction.....	_____	3,366,353 07
Interest and dividends paid.....	6,125,000	≈ 5,800,975 00
Interest and dividends not due.....	²⁷ 1,750,000	3,716,450 00
Interest and dividends matured and unpaid.....	²⁷	19,100 00
Trustee under mortgage.....	_____	Guaranty Trust Co. of N. Y.

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Accrued Amortisation of Capital: Balance June 30, 1915, \$2,292,637.17; credited to reserve and charged to operating expenses, \$619,225.49; charges on account of capital retired from service, \$18,977.22; credit balance, June 30, 1916, \$2,892,885.44.

Manhattan Railway Co. Equipment Reserve: Balance, June 30, 1915, \$102,154.08; credited for Manhattan Railway Co. property retired during year, \$40,156.91; balance, June 30, 1916, \$142,310.99.

Interest on Investment of Depreciation Reserve: Balance at beginning of year, \$16,600.50; Net income on the investment for the year, \$31,321.80; balance at close of year, \$47,922.30.

Suspense.— Additional stairway, N. E. corner Freeman street and Southern Boulevard, Subway division, \$2,041.92; additional emergency exits, Contracts Nos. 1 and 2, \$108.83; additional passenger elevator, 181st street and Broadway station, subway division, \$20,033.93; changing sidewalk grating and reconstructing ventilating chambers, Fulton & Jay streets, (Brooklyn) subway division, \$853.42; cables, New York & Long Island Railroad Company, \$782.78; duct line and cable connections between Interborough Rapid Transit Co., New York Railways Co., and 2d Avenue Railroad Co., \$23,011.23; expenses of issue of first and refunding mortgage 5% gold bonds, \$32,301.50; equipment of derrick car No. 84, \$2,573.61; equipment of Highbridge recreation room, \$1,270.98; Highbridge yard — rental, installation of tracks and other incidental expenses, \$9,714.21; manufacture of white uniforms for use of subway employees during summer of 1916, \$5,871.50; relocating station stairway and two station columns, 174th Street Southern Boulevard, subway division, \$5,963.12; proposed connection between Mott avenue station of subway division, 149th street station of new Lexington avenue line and New York Central station, \$190.33; relocating sub-station No. 11, \$2,071.54; removing from Greenwich street buildings, \$1,536.06; † of 1 per cent Sinking Fund on city bonds, Contracts Nos. 1 and 2, \$9,332.12; second hand material, New York & Long Island Railroad Co., \$1,286.48; total \$118,943.56; less credits as follows:

²⁵ Certified by the trustee and held by the respondent. ²⁶ Cash was realized upon issue of \$21,400,000 par value of capital stock. The remainder of stock, of a par value \$13,600,000, was issued for purchase of stock of other corporations and acquisition of lease of subways in City of New York. ²⁷ [The respondent incorrectly carries \$355,000, par value of bonds reacquired and held free, in its investment account.] ²⁸ [As reported by respondent, improperly includes interest accrued on its own bonds held free; a similar amount is shown in the investment account as income accrued during year.] ²⁹ In addition, \$225 interest on bonds retired in prior years remains unpaid. ³⁰ The dividends are due July 1, 1916.

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Interborough Rapid Transit Company

Capital scrap, \$40.82, and credit balance remaining in "Other Suspense" Account after making the appropriate transfers for cost of work performed under Contract No. 3 and the allied certificates " \$798,331.97, net credit balance, \$679,429.23.

INCOME STATEMENT

	Subway division	Elevated division	Total	Increase or (D) decrease
Revenue from transportation.	\$18,562,239 65	\$15,619,860 87	\$34,182,100 52	\$1,816,794 20
Other street railway operating revenues.....	795,012 99	914,414 78	1,709,427 77	640,991 28
Total revenue from street railway operations....	<u>\$19,357,252 64</u>	<u>\$16,534,275 65</u>	<u>\$35,891,528 29</u>	<u>\$2,457,785 48</u>
Maintenance of way and structures.....	\$997,223 59	\$930,096 08	\$1,827,319 67	\$88,488 71
Maintenance of equipment...	1,344,549 36	1,118,912 57	2,463,461 93	93,032 00
Operation of power plant....	1,354,955 13	975,446 40	2,330,401 53	159,017 33
Operation of cars.....	2,491,394 66	3,508,561 32	5,999,955 98	555,333 18
Injuries to persons and property.....	428,604 26	259,061 24	687,665 50	171,948 53
Traffic expenses.....	198 87	344 00	542 87	397 70
Other general and miscel- laneous.....	358,265 84	340,552 65	698,818 49	D 1,415 70
Total operating expenses	<u>\$6,875,191 71</u>	<u>\$7,132,974 26</u>	<u>\$14,008,165 97</u>	<u>\$1,066,851 75</u>
Taxes accrued.....	503,629 70	1,837,976 94	* 2,341,606 64	207,626 55
Total revenue deductions	<u>\$7,378,821 41</u>	<u>\$8,970,951 20</u>	<u>\$16,349,772 61</u>	<u>\$1,274,478 30</u>
Operating income.....	<u>\$11,978,431 23</u>	<u>\$7,563,324 45</u>	<u>\$19,541,755 68</u>	<u>\$1,183,307 18</u>
Non-operating income: ²¹ Miscellaneous rent revenues, \$33,- 501.08; interest on reacquired bonds, * \$17,750; on Subway Realty Co. demand note, \$56,521.36; on corporate stock, City of New York, \$53,882.50; on advances to associated com- panies, \$122,244.50; on bonds of associated companies, \$31,- 440; on securities owned by Manhattan Railway Co., \$2,728.- 76; on bank balances, \$127,698.27; rebate for payment of taxes, \$17,210.06; on amounts advanced from general funds to Man- hattan 3d tracking and power plant improvement — cash, \$51,251.37; dividend revenues (Subway Realty Co.), \$92,473.- 83; on Queensborough subway deficit, \$2,621.13; on value of car-bodies transferred from subway division to elevated exten- sions, \$896.73; less non-operating revenue deductions (rent ex- pense, \$22,023.33; non-operating taxes, \$7,364.88), \$29,388.21				
			580,830 88	D 42,800 37
Gross income applicable to corporate and leased properties.			<u>\$20,122,586 56</u>	<u>\$1,140,506 81</u>
Deductions from gross income:				
Track and terminal privileges.....			\$3,076 56	.....
Rent for lease of other road.....			\$8,320,752 83	\$84,606 80
Miscellaneous rent deductions.....			4,299 92	.....
Interest on funded debt.....			* 3,043,630 26	411,057 29
Other interest deductions.....			37,500 00	.....
Total income deductions.....			<u>\$11,409,259 57</u>	<u>\$495,664 09</u>
Net corporate income.....			<u>\$8,713,326 99</u>	<u>\$644,842 72</u>

²¹ Composed as follows: credits, Engineering and superintendence, Contract No. 3 and certificates, awaiting distribution, \$333,307.25, and Interest Contract No. 3 and certificates, \$1,282,113.07; less debits, Proposed subway routes \$577,222.87, and third-tracking, Interborough extensions and Manhattan power plant improvements, \$159,865.48. ²² Includes \$8,584.73 compensation to the City of New York under Manhattan Railway 3d tracking certificate which should have been classed as rental. ²³ [Interest is not included on bonds of New York and Long Island Traction Company and Long Island Electric Railway Company. See note 5.] ²⁴ [Interest on reacquired securities has improperly been credited to revenue and charged to interest deductions.]

Interborough Rapid Transit Company

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$15,509,108 58
Surplus for year transferred from income.....	8,713,326 99
Bad debts collected.....	237 53
Amount recovered from insurance in excess of loss by fire.....	1,858 98
Proceeds from sale of scrap in excess of estimated value.....	648 05
Adjustment of charges to operating expenses prior to June 30, 1915.....	500 00
Rental of ducts prior to June 30, 1915.....	258 95
Federal excise tax for 1909-10 refunded.....	83,987 21
Federal excise tax for 1911 and from July 1, 1912 to Feb. 28, 1913, accrued liability cancelled.....	70,000 00
Interest on New York & Long Island Traction Co., 4 per cent mortgage bonds, due prior to June 30, 1915.....	101,250 00
Queensborough subway deficit.....	178,687 67
Total.....	\$24,659,863 96

Deductions from surplus:

Dividends (20% on \$35,000,000 capital stock).....	\$7,000 000 00
Bad debts written off.....	10,133 02
Other deductions from surplus (on account of obsolete supplies, \$5,614; on account of capital retired from service, \$21,872.99; loss by fire in excess of insurance collected, \$456.76; water rates, 1910 and 1911, with interest, \$380.35; interest on Consolidated Telegraph and Electrical Subway Co. special franchise taxes for 1913, 1914 and 1915, \$4,241.17; loss on the sale of \$1,000,000 Manhattan Ry. Co. Consolidated Mortgage 4% bonds, \$82,500; cost of additional work under contracts Nos. 1 and 2 in excess of amount received from City for the same, \$1,724.77; adjustments in charges for power furnished other companies prior to June 30, 1915, \$1,963.01).....	118,753 05
Total deductions.....	7,128,886 07
Surplus, June 30, 1916.....	\$17,530,977 89

Operating Revenues.— For details, see Table XIII.

Advertising privileges: Rent of advertising space in cars and on stations, and privilege of maintaining news-stands and automatic machines on stations, \$700,000.

Operating Rents Receivable. Rent of land and buildings, rental of space in 129th street yard and 159th street yard — Wells Fargo & Co. Express, \$600.00; miscellaneous rents (other than public utility corporations) \$27,837.11; total, \$28,437.11.

Rent of Equipment: Rental of three transformers to New York Railways Company from July 1st to 9th, 1916, \$10.60.

Tracks and terminals: Terminal station, 155th street and 8th avenue, used by the Putnam Division of the New York Central & Hudson River Railroad Company, \$10,500.

Operating Expenses.— For details see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures," and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortisation of Capital," the official title of the depreciation reserve. Under date of February 25, 1911, this company filed with the Commission rules of depreciation which provide for maintenance of way and structures, 1.20 cents per car mile for the subway division and 1.33 cents per car mile for the elevated division. Under date of June 28, 1913, this company filed with the Commission rules

Interborough Rapid Transit Company

of depreciation which provide for maintenance of equipment, 1.85 cents per car mile for the subway division and 1.60 cents per car mile for the elevated division.

Under above rules, \$89,846.03 was debited to depreciation of way and structures for the subway division, and \$198,256.98 was debited to depreciation of way and structures for the elevated division, and concurrently credited to reserve; \$301,894.84 was debited to depreciation of equipment for the subway division and \$29,227.64 for the elevated division, and concurrently credited to reserve.

Power Bought, Sold or Exchanged — Manhattan Railway Division

	Total number of kw. hrs. delivered	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
<i>Sold</i>				
N. Y. Railways Co.....	²⁸ 79,590,918	\$433,675 88	\$433,675 88	.....
Rapid Transit Subway Cons. Co....	²⁸ 2,982,543	36,292 23	36,292 23	.....
Second Avenue R. R. Co.....	²⁸ 3,900,970	35,108 73	35,108 73	.....
Construction.....	²⁸ 275,413	3,442 75	3,442 75	.....
Total.....	86,749,444	\$508,519 59	\$508,519 59	.....
<i>Exchanged</i>				
Received from Subway Div.....	27,540,330	\$103,734 23	.....	\$103,734 23
Sent to Subway Div.....	9,590,384	32,442 28	.....	Cr. 32,442 28
Received from Subway Div.—Net	17,949,946	\$71,291 95	.....	\$71,291 95

Power Bought, Sold or Exchanged — Subway Division

<i>Purchased</i>				
N. Y. C. R. R. Co.....	267,087	(²⁷)	.....	.....
<i>Sold</i>				
N. Y. Railways Co.....	²⁸ 45,551,596	\$247,855 83	\$247,855 83	.....
Rapid Transit Subway Cons. Co....	²⁸ 72,268	889 47	889 47	.....
N. Y. & Queens County Ry. Co.....	⁴⁰ 25,838,388	194,012 94	194,012 94	.....
Long Island R. R. Co.....	⁴¹ 1,448	57 92	57 92	.....
N. Y. C. & H. R. R. R. Co.....	⁴² 2,570	2,000 00	2,000 00	.....
N. Y. City Interborough Ry. Co....	⁴³ 1,190	10 71	10 71	.....
Total.....	71,497,460	\$444,826 87	\$444,826 87	.....
<i>Exchanged</i>				
Sent to Manh. Ry. Div.....	27,540,330	\$103,734 23	.....	Cr. \$103,734 23
Received from Manh. Ry. Div.....	9,590,384	32,442 28	.....	32,442 28
Sent to Manh. Ry. Div.—Net..	17,949,946	\$71,291 95	.....	\$71,291 95

²⁸ Measured at respondent's substation 73,090,934 A. C.; 6,553,594 D. C.

	A. C.	D. C.
²⁸ Measured at section 1 — routes 4 and 38.....	5,066	1,372,180
Measured at section 1 — routes 26 and 43.....	421,870	40,617
Measured at section 1a — routes 4 and 38.....	.....	259,593
Measured at section 7 — route 5.....	33,221	603,293
Measured at section 1 — route 43.....	246,715	.....
Total.....	706,872	2,275,671

²⁸ D. C. measured at respondent's substation.

²⁸ D. C. rail taps, not measured.

²⁷ Charged to capital. [Amount not reported.]

²⁸ A. C. measured at respondent's substation.

²⁹ A. C. measured at section 1 — routes 43 and 26, 9,901.

D. C. measured at section 1a — routes 4 and 38, 62,367.

⁴⁰ A. C. measured at respondent's power station and substation.

⁴¹ D. C. measured at Atlantic avenue station.

⁴² A. C. measured at purchaser's substation.

⁴³ D. C. measured at 177th street and Boston road.

Interborough Rapid Transit Company

Rents Payable Charged to Operating Expenses.—Consolidated Telegraph & Electrical Subway Co., electrical subways in which are installed high tension cables, \$5,793.12; Empire City Subway Co., electrical subways in which are installed telephone cables, \$1,908.88; rooms for ticket office and waiting room and entrance from street in United States Arcade building at Fulton and Pearl streets, \$2,000; passageway under 9th street at Fourth avenue (one-half rental payable by respondent), \$1,085.59; total, \$10,787.59.

CLASS OF TAXES	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Corporate real property and real estate, city:				
Manhattan Ry. division.....	\$233,677 52	* \$233,677 52	\$272,339 43	.....
Subway division.....	123,708 13	* 123,708 13	126,521 44	.....
Special franchise and 5%:				
Manhattan Ry. division.....	1,314,260 99	1,314,260 99	1,387,239 97	.....
Capital stock, state:				
Manhattan Ry. division.....	54,000 00	54,000 00	54,000 00	.....
Subway division.....	211,458 33	211,458 33	131,250 00	.....
Gross earnings, state:				
Manhattan Ry. division.....	166,746 08	166,746 08	157,535 68	.....
Subway division.....	99,135 74	99,135 74	91,641 50	.....
Federal:				
Manhattan Ry. division.....	67,000 00	67,000 00	} 129,599 42	.....
Subway division.....	70,400 00	70,400 00		
Compensation to the city under Manhattan Ry. 3d tracking certificate ⁴⁴	8,584 73	8,584 73	.....	.....
Total.....	\$2,348,971 52	* \$2,348,971 52	\$2,350,127 44	.....

Miscellaneous Rent Deductions.—Rents accrued for lease of other road and equipment: Manhattan Ry. Co., \$5,939,820.32 (interest on bonds, guaranteed, \$1,704,820.32; dividend on stock guaranteed, \$4,200,000; cash, \$35,000). Paid during the year, \$5,894,949.31 (\$35,000 paid to lessor company; \$5,859,949.31 paid directly to individual bondholders and stockholders); Rapid Transit Railroad, leased from the City of New York, \$2,380,619.84 (interest on city bonds, \$1,866,719.84; sinking fund on city bonds, \$513,900). Paid during the year, \$2,374,481.52 (interest, \$1,864,187.91; sinking fund, \$510,293.61).

Track and Terminal Privileges: Rental in the form of interest accrued on the cost of structure from bent 64 to the east side of Willis avenue, payable to the New York, New Haven and Hartford R. R. Co., \$3,076.56.

Miscellaneous: Ground rent of property at Division and Allen streets, site of sub-station 5, payable to estate of Gerard Beekman, \$3,500; rent of land on 148th street and Lenox avenue, used for storage, \$799.92.

DESCRIPTION OF ROAD AND EQUIPMENT

Length of Roads and Tracks.—Manhattan railway (elevated), electrically operated, third rail contact, leased from Manhattan Railway Company; extends from South Ferry, New York City, to 159th street and Harlem river on the west side and to Bronx Park on the east side; length of road, 37.67 miles; second track, 37.67; third to fifth track, 33.01; other running track, 5.92; track in car houses, shops and yards, 15.37; all tracks, 123.64. Increase during year, 11.66. Rapid Transit Railroad (subway), electrically operated, third rail contact; leased from the City of New York; main branch extends from Atlantic avenue, Brooklyn, to 242d street and Broadway on the west side and to Bronx Park on the east side; length of road, 25.72 miles (whereof underground, 19.56, elevated, 6.16); second track, 25.09; third to fifth track, 22.18; other running track 3.14; track in car houses, shops and yards, 9.16; all tracks, 85.29. Queensboro branch extends from Van Alst avenue, Queens to 42d street and Lexington avenue, Manhattan, length of road, 1.61 miles, all underground; second track, 1.19, other track, 0.06; all track, 2.86. Increase during year, 0.28.

⁴⁴ Includes \$5,650.90 taxes on land and \$1,713.98 improvements on land charged to non-operating income, but excludes \$32,378.95 city taxes on real estate charged to investments.

* These two items combined consist of corporate real property tax, \$58,394.02, tax on land, \$98,038.13, tax on improvements on land, \$200,953.50. They exclude city taxes on real estate charged to investments, \$32,378.95 and charged to tenants, \$234.60, also \$4,918 charged to fixed capital.

⁴⁴ This item should have been charged as rental.

Interborough Rapid Transit Company
Details of Track, Roadway, and Electric Line Construction

	Added during year	Removed during year	At close of year
Ballast — miles of track laid on —			
Crushed stone and concrete construction.....	.28	.....	65.83
Elevated structures.....	17.50	5.84	151.96
Ties: ⁴⁷			
Number of wood ties, untreated.....	42,816	.....	767,126
Miles of track laid on ties.....	17.78	5.84	217.79
Rail (miles of track): ⁴⁸			
Subway division: Special 100-lb. I. R. T. section, 33 feet long, open hearth, high carbon steel.....	.28	.....	88.15
Manhattan Railway: Special 90-lb. section (P. & R. R.), 5 inches high, 30 feet long, open hearth.....	17.50	5.84	129.64
Rail joints (miles of track):			
Bolted plates.....	17.78	5.84	217.79
Rail bonds (miles of track):			
Cable, flat copper, bonds, 3½ to 60 in. long, compressed plugs.....	.....	.....	205.85
Third rail: Protected (miles).....	11.94	.....	211.27
Underground conduit: Miles of line:			
Whereof concrete, terra cotta and fire clay.....	1.52	.....	34.92
Whereof W. I. pipe.....	.22	.....	.64
Underground conduit: Duct miles:			
Whereof concrete, terra cotta and fire clay.....	41.90	.....	1,808.57
Whereof W. I. pipe.....	.44	.....	8.33
Transmission cables (miles) underground (voltage, 11,000 and 10,000):			
3 cond. 250,000 C. M.....	.....	.74	10.34
3 cond. 4/0.....	87.88	5.28	52.19
3 cond. 3/0.....	.19	5.01	319.19
3 cond. No. 6.....	.....	.....	27.32
1 cond. No. 6.....	.....	.....	3.40
Distribution cables (miles) underground (voltage, 600):			
1 cond. 2,000,000 C. M., R. L.....	.....	.....	1.89
1 cond. 2,000,000 C. M., P. L.....	.....	.....	142.86
1 cond. 1,500,000 C. M., P. L.....	.....	.....	14.13
2 cond. 1,500,000 C. M., P. L.....	.....	.....	1.29
1 cond. 1,000,000 C. M., P. L.....	.....	.....	.22
2 cond. 1,000,000 C. M., R. L.....	.....	.....	.24
1 cond. 1,000,000 C. M., R. L.....	.....	.....	.28
1 cond. 500,000 C. M., P. L.....	.....	.....	.74
1 cond. 000 R. L.....	.....	.....	8.83
1 cond. No. 2 R. L.....	.03	.....	.38
1 cond. No. 4 R. L.....	.52	.....	.85
1 cond. No. 8 R. L.....	.....	.....	.42
1 cond. No. 12 R. L.....	.....	.....	.36
1 cond. No. 14 R. L.....	.....	.....	8.09
1 cond. 2/0 R. L.....	1.51	.....	1.51

Track Structures.— Manhattan Railway division, a continuous viaduct structure, 37.67 miles; Subway division, Subway tunnel, 21.17 miles, viaduct structure, 6.16 miles. Increase during the year, .14 mile.

Cars.— Total number of revenue cars, 3,400 (held under complete title, 1,520; leased from Manhattan Railway Co., 1,772, and 108 cars purchased for Manhattan Elevated Extensions and held as per certificate of March 19, 1913); number installed during year, 476; retired during year, 3. Total number of service cars, 119 (held under complete title, 59; leased from Manhattan Railway

⁴⁷ Ties laid during the year — 41,829; average price per treat distributing point, \$1.09; total cost, \$45,600.20; charged to operating expenses of present year, \$43,824.44; salvage on old ties taken up, \$1,775.76.

⁴⁸ Rails laid during year — 90-lb. steel, 1,100 tons (11.51 miles); total cost, \$37,485.08; salvage value of scrap rails sold, \$19,896.34; charge to operating expenses, \$17,588.74; 100-lb. steel 2,355 tons (44.24 miles); total cost, \$74,080.65, salvage value of scrap rails sold, \$10,490.82, charged to operating expenses of present year, \$63,569.83.

Interborough Rapid Transit Company

Co., 59); number installed during year, 2, and 1 car purchased for Manhattan Elevated Extensions and held as per certificate of March 19, 1913. (For details see Table II.)

Power Plant Equipment.—See Table III.

Miscellaneous.—Number of power houses, 2; sub-stations, 16; repair shops, 5; service car houses, 7; office buildings, 2; passenger stations, 187; transfer points, 50, including 41 with respondent's own cars. Miles of telephone line, 65; miles of wire, 8,565; miles of telegraph line and wire, 40. Signal system: Manhattan Railway division, mechanical interlocking; Subway division, electro-pneumatic block and interlocking.

Operating Ratios.—See Table XV.

Passengers Carried.—683,752,114 (elevated, 312,246,796; subway division, 368,430,845; Queensboro subway, 3,074,473), whereof 5-cent fares, 680,057,096 (elevated, 311,021,903; subway, 365,960,720; Queensboro subway, 3,074,473); 4-cent fares, 3,695,018 (elevated, 1,224,893; subway division, 2,470,125); number of transfers issued on Manh. R'wy division for use on subway division, 13,201,395, of which collected 12,094,464; number of transfers issued on subway division for use on Manh. R'wy division, 13,612,825, of which collected 12,261,495; number of employees and others carried free, "No record." *Car Miles.*—Passenger, active, 137,725,023; idle, 3,624,122; total revenue car miles, 141,349,145; non-revenue car miles, 1,090,586. *Car-seat Miles.*—6,891,331,256. *Car Hours.*—Passenger, active and idle, 8,440,920. (For details of traffic statistics see Tables V-IX.)

Power Plant Operation.—Generated, A. C., 657,886,750 kw. hrs.; D. C., 2,795,130 kw. hrs.; output from generating stations, A. C., 651,674,405 kw. hrs.; received at sub-stations from generating stations, 489,699,328 kw. hrs.; output of sub-stations supplied to railway feeders, A. C., 3,542,569 and D. C., 432,950,027. (For details see Table IV.)

Accidents.—Persons killed, 53; injured, 10,553. Total amount paid during the year for injuries and damages sustained within the year, 232,245.04; for those sustained in prior years, \$243,853.88. (For details, see Tables X and XI.)

Employees and Wages.—See Table XII.

Officers.—President, Theo. P. Shonts; Vice-President and General Manager, Frank Hedley; Vice-President and General Purchasing Agent, D. W. Ross; Assistant to President, W. Leon Pepperman; Secretary, H. M. Fisher; Treasurer and Assistant Secretary, J. H. Campbell; Assistant Secretary, A. C. Wigren; Auditor, E. F. J. Gaynor; Claim Agent, Thomas Gerehart; Counsel, Richard Reid Rogers; General Attorney, J. L. Quackenbush; Chief Engineer, George H. Pegram.

Directors.—August Belmont, Edward J. Berwind, H. M. Fisher, Thomas Cochran, Theo. P. Shonts, W. Leon Pepperman, F. de C. Sullivan, Cornelius Vanderbilt, Daniel G. Reid, Alexander J. Hemphill, Thos. DeWitt Cuyler, Guy E. Tripp, A. D. Juilliard, E. E. Starbold.

Main Business Office.—165 Broadway, New York City.

Report verified by Frank Hedley, Vice-President and General Manager, October 24, 1916.

ADDENDUM*Cost of Subway Equipment as of December 31, 1915, and June 30, 1916*

	Cost Dec. 31, 1915	Cost June 30, 1916
Power and sub-station real estate.....	\$1,311,050 86	\$1,311,050 86
Power station.....	3,249,772 24	3,249,772 24
Engines, boilers, machinery, etc., P. S.....	5,353,546 06	5,403,891 11
Sub-power stations.....	900,570 79	900,570 79
Tools and machinery — sub-power stations.....	1,688,019 36	1,689,003 46
Cables.....	2,878,902 99	2,891,251 91
Third rail and bonding running rail.....	640,205 73	640,205 73
Train inspection sheds.....	459,294 84	459,294 84
Telephone line.....	85,053 00	96,925 01
Cars.....	16,035,085 79	16,323,189 17
Tunnel lighting.....	130,619 72	130,619 72
Station lighting and equipment.....	526,823 02	548,521 73
Office furniture and fixtures.....	17,999 43	17,999 43
Lenox avenue shops and yards.....	139,042 38	139,042 38
Signals.....	1,315,170 90	1,324,014 24
Ventilation.....	118,200 40	125,927 67
Miscellaneous.....	627,385 66	627,385 66
Engineering.....	492,195 05	492,195 05
Van Cortlandt terminal.....	731,960 97	731,960 97
Totals.....	\$36,700,898 69	\$37,102,851 47

Interborough Rapid Transit Company

The total fixed capital shown in the balance sheet of June 30, 1916, was..... ⁴⁰\$118,610,769 29
Subdivided as follows:

Subway equipment, shown above.....	37,102,856 77
Cost of leases.....	21,179,980 76
Contractor's expense account.....	1,302,817 11
Operating real estate not included in subway equipment.....	520,665 09
Bronx terminal.....	\$99,870 00
No. 58 Joralemon street.....	8,874 31
Van Cortlandt terminal.....	411,920 78
Contract No. 3.....	36,885,781 30
Construction.....	\$34,636,435 28
Equipment.....	2,249,346 02
Manhattan 3rd tracking.....	16,248,943 63
Plant and structure.....	\$16,212,404 81
Equipment.....	36,538 82
Elevated extensions.....	2,182,623 92
Plant and structure.....	\$1,210,716 77
Equipment.....	971,907 15
Manhattan power plant improvements.....	3,144,805 80
Office furniture and fixtures.....	⁴¹ 42,294 91

THE JAY STREET CONNECTING RAILROAD

STEAM RAILROAD

History.— [Incorporated October 9, 1909; organized April 28, 1910; contract with City of New York for tracks in public streets made June 29, 1911. First tariff became effective September 19, 1911.¹]

Jay Street Extension Railroad Corporation, incorporated January 8, 1916, was consolidated with the original Jay Street Connecting Railroad, forming the new Jay Street Connecting Railroad, incorporated April 3, 1916.

Stockholders and Members.— Total voting power of all members of the company, 1,200, each holder of \$100 par value of stock having one vote. The stockholders are W. A. Jamison, 150 shares; M. E. Goetsinger, H. M. Humphrey, W. G. Gilmore, H. C. Schuetz, 10 shares each; A. A. Adams, 1 share. There has been no meeting of the stockholders held as yet.

Important changes during the Year.— Consolidation of the original Jay Street Connecting Railroad and Jay Street Extension Railroad Corporation effected April 3, 1916; the last-mentioned corporation having a paid-in capital stock of \$10,000. The resulting new Jay Street Connecting Railroad took over all the properties of the two merged corporations without any interruption of the business. The common stock of the new company, \$20,000, was exchanged share for share for the stock of the two old corporations, all being common stock.

[The respondent having failed to construct certain of its tracks within the time specified in the contract of June 29, 1911, with the City of New York, said contract was amended by a new contract dated November 15, 1915, by which certain routes were stricken out, new routes authorized and franchise payments increased.

An agreement dated November 15, 1915, was entered into with the City of New York and The Jay Street Terminals by which respondent consented to the condemnation by the city of its tracks, structures, equipment, and franchise (except such portions of the tracks, structures and equipment as is subject to recapture pursuant to terms of the contract of June 29, 1911, as modified), provided the city acquire the Jay Street Terminals as defined in the contract of June 29, 1911, as modified.]

⁴⁰ This figure does not take into account accrued amortization of capital.

⁴¹ Applies to general office and will not be acquired by city at expiration of contracts.

¹ From documents on file with the Commission. For route, etc., wholly within the Borough of Brooklyn, only part of which is operated, see also Documentary History, Annual Report 1913, vol. V, pp. 548-551.

The Jay Street Connecting Railroad

BALANCE SHEET

June 30, 1915		ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$36,202 66	Investment in road and equipment.....		\$41,202 66	\$5,000 00
17,433 32	Cash.....		23,270 89	5,837 57
18,000 00	Loan and bills receivable ²		18,000 00	.....
5,288 57	Miscellaneous accounts receivable.....		14,179 06	8,890 49
74 40	Rents and insurance paid in advance.....		127 13	52 73
<u>\$76,998 95</u>	Total.....		<u>\$96,779 74</u>	<u>\$19,780 79</u>
LIABILITIES SIDE				
\$10,000 00	Capital stock.....		\$20,000 00	\$10,000 00
4,357 75	Miscellaneous accounts payable.....		5,320 74	962 99
894 95	Taxes accrued.....		1,644 81	749 86
2,640 71	Accrued depreciation — equipment.....		3,259 29	618 58
15,927 29	Additions to property through income and surplus.....		15,927 29	.....
43,178 25	Profit and loss.....		50,627 61	7,449 36
<u>\$76,998 95</u>	Total.....		<u>\$96,779 74</u>	<u>\$19,780 79</u>

Investment to June 30, 1914: [In Road.— Engineering, \$4.30; grading, \$392.49; ties, \$87.88; rails, \$1,040.32; frogs and switches, \$2,171.62; track fastening and other material, \$475.67; ballast, \$93.84; track laying and surfacing, \$1,073.91; roadway tools, \$29.26; cost of road purchased, \$991; total, \$6,360.29.

In Equipment.— Steam locomotives, \$15,012.38.

For General Expenditures.— Law expenses, \$12,652.38; stationery and printing, \$8.56; other expenditures, \$3,000; total, \$15,660.94.

Grand total, \$37,033.61.—Report for 1914.]

Investment since June 30, 1914.— In 1915, Cr. \$830.95; in 1916, other expenditures — general (first payment to City of New York on account of new franchise), \$5,000; total, \$4,169.05.

Securities.— Common stock to the par value of \$20,000 (200 shares) was authorized, issued for the stock of the two consolidated companies March 28, 1916, and actually outstanding June 30, 1916. No bonds have been issued.

Reserve for Depreciation of Equipment.— Balance at beginning of year, \$2,640.71; steam locomotive depreciation, 5 per cent per annum on sliding scale, \$618.58; balance at close of year, \$3,259.29.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue (switching).....	\$37,073 57	D \$4,665 52
Operating expenses.....	27,469 06	3,285 54
Net operating revenue.....	\$9,604 51	D \$8,051 06
Taxes accrued.....	1,995 15	942 97
Operating income.....	\$7,609 36	D \$8,994 03
Non-operating income — interest on call loan.....	540 00	309 00
Gross income.....	\$8,149 36	D \$8,685 03
Deductions from gross income — Rent for right of way, foot of Jay street.....	700 00	.....
Net income.....	\$7,449 36	D \$8,685 03
Profit and loss — credit balance at beginning of year.....	43,178 25	
Profit and loss — credit balance June 30, 1916.....	\$50,627 61	

² [Call loan, Arbuckle Brothers, 3%. From respondent's 1915 report.]

The Jay Street Connecting Railroad*Details of Operating Expenses*

Class of Expense		Amount for the year
Maintenance of way and structures.....		\$633 57
Road maintenance.....	\$569 47	
Miscellaneous.....	64 10	
Maintenance of equipment.....		4,708 83
Locomotive repairs.....	\$4,084 15	
Equipment depreciation and retirements.....	618 58	
Miscellaneous equipment.....	6 10	
Transportation expenses.....		18,785 91
Train employees.....	\$14,005 13	
Fuel for train locomotives.....	3,907 12	
Other train expenses.....	861 46	
Injuries to persons.....	12 20	
General expenses.....		3,340 75
Insurance — general.....	\$1,833 42	
Other general expenses.....	1,507 33	
Grand total railway operating expenses.....		27,469 06

Taxes.— Accrued for year, \$1,995.15. No details given.

DETAILS OF ROAD AND EQUIPMENT

Road.— At foot of Jay street, Brooklyn, length of entire road (owned and operated) .1098 of a mile, one track.

Rails.— Gauge of track, 4 feet, 8 inches; weight of rail, 137 pounds per yard.

Grade Crossings.— One, protected by flagman, part time only.

Equipment.— Two switching steam locomotives, owned.

OPERATING STATISTICS

Locomotive Miles.— Train switching, 7,551.

Accidents.— Charges during year for injuries to persons, \$12.20; no details of accidents reported.

Employees, Wages and Salaries

OCCUPATION	Average number during the year	Total number hours on duty during year	Total yearly com- pensation
General officers.....	3	N. R.	.....
Clerk.....	1	2,700	\$785 00
Enginemen.....	2	7,286	2,723 51
Firemen.....	2.7	9,074	2,278 97
Other trainmen.....	8.3	27,351	8,244 21
Crossing flagman and gateman.....	1	3,286	758 44
Total.....	18	49,677	\$14,790 13

Officers.— President, William A. Jamison; Vice-President and Secretary, M. E. Goetsinger; Treasurer, H. M. Humphrey; Auditor, W. E. Blackburn; Attorneys, Cullen and Dyckman.

Directors.— William A. Jamison, M. E. Goetsinger, H. M. Humphrey, W. G. Gilmore, H. C. Schuets, J. L. Carling, F. R. Urion, A. A. Adams, W. E. Blackburn.

General Office.— 71 Water street, New York City.

Report verified by Wm. A. Jamison, President, and W. E. Blackburn, Auditor, December 20, 1916.

KINGSBRIDGE RAILWAY COMPANY

LESSON

History.—Incorporated January 25, 1898, [under the Railroad Law of 1890. The Third Avenue Railroad Company built the road in order to reach its large car house and power house at 218th street but used the name of a new corporation because the new franchise was limited to twenty-five years and its own franchises were not limited.] Operation was begun in 1902.

[On April 13, 1900, the Third Avenue Railroad Company leased its property, including its control of this company, to the Metropolitan Street Railway Company, which in turn leased it to the New York City Railway Company. On January 1, 1908, the property passed into the hands of the Receiver of the Third Avenue Railroad Company. Since January 1, 1912, it has been operated by the Third Avenue Railway Company, successor of the Third Avenue Railroad Company, which owns all of the capital stock and all the subscription rights.

A trackage agreement between the company and the receiver of the Third Avenue Railroad Company dated February 29, 1908, was disapproved by the Commission, as the proposed contract providing for the use of the tracks of the Kingsbridge Company by the Receiver of the Third Avenue Railroad and reserving operating rights to the Kingsbridge Company was a "paper agreement" only and did not contemplate that the company should have any employees, own or operate any cars or receive any rental. (P. S. C. R. I, 356.) The Kingsbridge Company has not resumed operation of its property, and results of its operation are included in the reports of the Third Avenue Railway Company.¹

Stockholders and Members.—Total number of members at end of the year, 10, all resident in New York State; total voting power of all members, 86, each holder of \$100 par value having one vote. Shares held by Central Trust Company of New York as trustee under first refunding mortgage of the Third Avenue Railway Company, 86; the certificates therefor stand in the name of the trustee which issues proxies to nominees of Third Avenue Railway Company. Total votes cast at last general meeting, 78, all cast by E. A. Maher: One on behalf of himself, and 77 on behalf of corporate members.

Important Changes during the Year.—No additional rights or franchises were acquired.

Balance Sheet as of June 30, 1916.—Assets: "Fixed Capital, December 31, 1908," \$2,262,445.68 (street railway land, \$4,575.71; intangible street railway capital, \$76,090.72; tangible street railway capital, \$2,181,779.25). Liabilities: Due Third Avenue Ry. Co. for construction advances, \$2,248,792.70; common stock, \$8,600; corporate surplus, \$5,052.98; total, \$2,262,445.68.

Contingent Liabilities.—Matured interest on four per cent note to Third Avenue Ry. Co. for \$2,248,792.70, which has never been paid nor set up on the company's books: Reported June 30, 1915, \$734,605.61; interest from July 1, 1915 to June 30, 1916, \$89,951.71; total, \$824,557.32.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:	Gross value	Same less depreciation
Real property in streets — tangible.....	\$768,102	\$513,997
Tangible personal property.....	.....	.....
		Borough of Manhattan
Assessed valuation for 1916 taxes:		
Real property (tangible and intangible) in streets.....		\$1,302,000
Tangible personal property.....		5,000

Fixed Capital, December 31, 1908.—Balance, June 30, 1916 (no change during the year): Engineering and superintendence, \$27,868.91; right of way, \$4,575.71; track and roadway construction, \$305,405.79; electric line construction, \$505,452.87; organization, \$76,090.72; interest and discount, \$54,272.82; miscellaneous, \$1,288,778.86; total, \$2,262,445.68.

Capital Stock.—Common, authorized by company's charter, 10,000 shares of \$100 par value each; issued 86 shares of a par value of \$8,600; cash realized, \$8,600; actually outstanding, \$8,600; none held by or on behalf of respondent.

Income Statement.—None. "The respondent accrues [credits to income] no rental from lease of road, the proposed lease to the Third Avenue Railway Company not having received the approval of the Public Service Commission (see Case 780, December 8, 1908). The respondent accrues [charges to income] no interest on its notes to Third Avenue Railway Company."

Description of Road and Equipment.—Track (length in miles): First track, 3.351; second track, 3.328; siding, 0.471; total 7.150 miles.

¹ [Data in brackets from Documentary History in Annual Report, 1913, Vol. V, pages 555-557 and P. S. C. Report I, 356.]

Kingsbridge Railway Company

Officers.— President, Frederick W. Whitridge; Vice-President and General Manager, Edward A. Maher; Secretary, S. E. Martin; Treasurer, A. D. Sage; Assistant Secretary and Assistant Treasurer, James F. Feely; Auditor, Reune Martin; Assistant General Manager, E. A. Maher, Jr.

Directors.— Frederick W. Whitridge, Edward A. Maher, George W. Davison, Milton Ferguson, A. Iselin, Jr., Harry Bronner, J. H. Seaman, W. E. Roosevelt, E. M. Burghard.

Main Business Office.— 2396 Third avenue, New York City.

Report verified by Edward A. Maher, General Manager, September 29, 1916.

LONG ISLAND ELECTRIC RAILWAY COMPANY

History.— "The Long Island Electric Railway Company" was incorporated March 5, 1894, under chapter 565, Laws of 1890. On October 11, 1899, that company was consolidated with the New York and North Shore Railway Company taking the name of the latter. After foreclosure of the New York and North Shore Railway Company's line between Jamaica and Flushing the company upon order of the supreme court on August 28, 1903, resumed its original name (with the elimination of the word "the") and line. [Initial operation began in 1897. On January 19, 1906, respondent's stock was acquired by the Interborough Rapid Transit Company and the Long Island Consolidated Electrical Companies (a subsidiary of The Long Island Railroad Company) in substantially equal portions¹.]

Stockholders and Members.— Total voting power of all members of the company, June 29, 1916, date of the latest closing of the stock-book, 6,000, of which one-half were held by Interborough Rapid Transit and one-half by the Long Island Consolidated Electrical; each holder of \$100 par value of stock has one vote. Total votes cast at last general meeting, July 21, 1915, 5,995, of which A. J. Beiter cast 5,970, and W. O. Wood cast 20 on behalf of corporate members and 5 on behalf of himself.

Important Changes during the Year.— No new powers or franchises were acquired. Granite paving was installed from New York avenue to Rockaway avenue, Jamaica, 1.10 miles. An agreement dated January 17, 1916, was made with the Manhattan and Queens Traction Corporation covering the installation and maintenance of crossing over respondent's tracks at Sutphen road and South street, Jamaica, L. I. Wm. Harts was appointed auditor June 1, 1916, vice J. M. Tritt, resigned.

BALANCE SHEET

June 30, 1915		June 30, 1916		Increase or (D) decrease
		ASSETS SIDE		
\$20,116 14	Cash.....	\$17,519 03	D	\$2,597 11
4,263 46	Special deposits.....	4,148 13	D	115 33
500 74	Accounts receivable.....	197 93	D	302 81
53 13	Interest and dividends receivable.....	70 83		17 70
1,104 08	Other current assets.....	1,790 84		686 76
16,803 09	Materials and supplies.....	11,574 64	D	5,228 45
5,112 50	City of New York corporate stock ²	5,112 50		
1,352,414 31	"Fixed Capital Dec. 31, 1908".....	1,352,414 31		
	Fixed capital installed since 1908:			
214,302 49	Tangible street railway capital.....	226,910 03		12,607 54
1,566,716 80	Total fixed capital — gross.....	1,579,324 34		12,607 54
15,446 77	Less accrued amortization.....	49,930 04		34,483 27
1,551,270 03	Total fixed capital — net.....	1,529,394 30	D	21,875 73
3,936 90	Temporary advances to associated companies..	3,878 88	D	58 02
3,004 56	Prepayments.....	5,908 11		2,903 55
Cr. 30,564 36	Corporate deficit.....	1,193 45		31,757 81
\$1,575,600 27	Total.....	\$1,580,788 64		\$5,188 37

¹ See Documentary History, Annual Report, 1913, Vol. V, pages 593-603, and chart 3.

² With New York Trust Co. as a reserve for outstanding bonds and coupons of the New York & North Shore Ry. Co., \$4,148.13.

³ Reclassified.

⁴ Supplies for repair of cars and electric equipment of cars.

⁵ Par value, \$5,000; bought June 30, 1914; due March 1, 1962; interest 4½ per cent; deposited with State Industrial Commission.

Long Island Electric Railway Company

BALANCE SHEET—*Concluded*

June 30, 1915	LIABILITIES SIDE	June 30, 1916	Increase or (D) decrease
\$5,253 20	Taxes accrued.....	\$4,672 55	D \$580 65
* 192,844 09	Bills and accounts owing associated companies.	161,964 02	D 30,880 07
* 4,949 92	Miscellaneous accounts payable.....	11,049 06	6,099 14
167,500 00	Interest accrued on funded debt.....	197,500 00	30,000 00
1,006 60	Due for wages and salaries.....	1,454 88	448 28
600,000 00	Funded debt—mortgage bonds.....	600,000 00	.....
4,046 46	Reserve for outstanding bonds and coupons of New York and North Shore Ry. Co.....	4,148 13	101 67
600,000 00	Capital stock.....	600,000 00	.....
<u>\$1,575,600 27</u>		<u>\$1,580,788 64</u>	<u>\$5,188 37</u>

Contingent Liabilities.—None.

Valuation of Property for Purposes of Taxation

	Cost to reproduce new	SAME LESS DEPRECIATION	
		Queens Co.	Nassau Co.
Valuation as of June 30, 1916, filed by respondent:			
Real property outside streets and public places...	\$149,752 00	\$98,429	\$15,625
Real property in streets—tangible.....	332,906 00	281,857	16,978
Tangible personal property.....	142,263 44	N. R.	N. R.
<hr/>			
Assessed valuation for 1916 taxes:		Queens Co.	Nassau Co.
Real property outside streets and public places.....		\$95,800	\$29,700
Real property (tangible and intangible) in streets.....		267,000	13,790
		<hr/>	<hr/>

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908"

	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Purchase of constructed road and equipment.....	\$1,152,549 67	.....	\$1,152,549 67
Engineering and superintendence.....	58 00	.....	58 00
Right of way.....	129 25	.....	129 25
Track and roadway construction.....	83,913 33	.....	83,913 33
Electric line construction.....	15,801 41	.....	15,801 41
Buildings and fixtures.....	2,674 34	.....	2,674 34
Power plant equipment.....	39,113 81	.....	39,113 81
Shop tools and machinery.....	593 63	.....	593 63
Cars.....	38,622 78	.....	38,622 78
Electric equipment of cars.....	8,381 66	.....	8,381 66
Miscellaneous equipment.....	5,585 71	.....	5,585 71
Organization.....	1,894 58	.....	1,894 58
Interest and discount.....	2,985 92	.....	2,985 92
Miscellaneous.....	110 22	.....	110 22
<hr/>			
Total.....	\$1,352,414 31	.....	\$1,352,414 31
<hr/>			

* Reclassified.

Long Island Electric Railway Company
Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Grading.....	\$13,151 98
Ties.....	7,549 71
Rails, rail fastenings and joints.....	39,101 85
Special work.....	3,967 16
Track laying and surfacing.....	11,986 94
Paving.....	\$12,607 54	.....	.....	124,550 59
Roadway tools.....	410 51
Bridges, trestles and culverts.....	274 57
Interlocking and other signal apparatus.....	2,564 41
Telephone and telegraph lines.....	275 66
Distribution system.....	2,493 72
Shops and car-houses.....	983 28
Stations, waiting rooms and miscellaneous buildings.....	88 40
Sub-station equipment.....	29 99
Shop equipment.....	670 41
Revenue cars.....	6,334 72
Electric equipment of cars.....	2,405 98
Other rail equipment.....	730 97
Miscellaneous construction expenditures.....	9,289 18
Total.....	\$12,607 54	.....	.....	\$226,910 03

Advances to Associated Companies.— New York and Long Island Traction, \$3,693.73; New York and Queens Co. Ry., \$185.15; total, \$3,878.88.
Prepayments.— Taxes, \$2,394.76; insurance, \$3,513.35; total, \$5,908.11.

Securities		
Particulars of Stock and Funded Dept	Common stock	First mortgage bonds
Nominal dates of issue.....	.....	June 1, 1895
Date of maturity.....	.....	June 1, 1925
Interest, rate and dates.....	.....	5% June & Dec.
Denominations.....	1 share = \$100	\$1,000
Authorized by company.....	\$600,000	600,000
By public authority.....	600,000	600,000
Actually issued, prior to year.....	600,000	600,000
Cash realized.....	60,000	60,000
Property consideration.....	540,000	540,000
Actually outstanding.....	600,000	600,000
Interest accrued and dividends declared.....	.....	30,000
Interest charged to income.....	.....	30,000
Interest and dividends not due.....	.....	2,500
Interest and dividends matured and unpaid.....	.....	195,000
Trustee under mortgage.....	.....	Hamilton Trust Company

Paving South street from New York avenue to Rockaway road, Jamaica.

Long Island Electric Railway Company
Bills and Accounts Owing to Associated Companies

Name of Company	Advanced during year	Repaid during year	Amount at close of year	Interest accrued during year
New York and Long Island Traction Co.		\$120,000 00		\$1,450 00
Long Island R. R. Co.	\$60,000 00		\$75,000 00	3,079 16
Interborough Rapid Transit Co.	60,000 00		75,000 00	3,079 16
On open account:				
Long Island R. R. Co.		21,470 17	7,010 79	
New York and Long Island Traction Co.		496 40	606 00	
Interborough Rapid Transit Co.	2,006 99		2,013 59	
New York & Queens Co. Ry.		10,920 49	2,333 64	
	<u>\$122,006 99</u>	<u>\$152,887 06</u>	<u>\$161,964 02</u>	<u>\$7,608 32</u>

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Accrued amortization of capital: Balance, July 1, 1915, \$15,446.77; credited to reserve and charged to maintenance of equipment, \$24,263.38; credited to reserve and charged to maintenance of way and structures, \$10,219.89; credit balance, June 30, 1916, \$49,930.04.

For outstanding coupons of New York & North Shore Railway Co. Balance June 30, 1915, \$4,046.46; interest, \$101.67; credit balance, June 30, 1916, \$4,148.13.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Revenue from transportation.....	\$221,608 15	\$449 15
Other operating revenues.....	27,506 64	379 13
Total operating revenue.....	<u>\$249,114 79</u>	<u>\$828 28</u>
Operating expenses:		
Maintenance of way and structures.....	\$42,513 12	\$1,156 41
Maintenance of equipment.....	42,513 12	1,156 41
Power.....	43,988 80	D 6,186 76
Operation of cars.....	64,727 44	1,989 25
Injuries to persons and property.....	19,549 22	5,138 26
Other general expenses.....	9,246 82	D 49 56
Total operating expenses.....	<u>\$222,538 52</u>	<u>\$3,204 01</u>
Taxes accrued.....	10,561 20	D 309 80
Total revenue deductions.....	<u>\$233,099 72</u>	<u>\$2,894 21</u>
Operating income.....	<u>\$16,015 07</u>	<u>D \$2,065 98</u>
Non-operating income: Interest on corporate stock.....	212 50	D 169 97
Gross income applicable to corporate and leased properties.....	<u>\$16,227 57</u>	<u>D \$2,235 90</u>
Deductions from gross income: Track and terminal privileges, \$10,363.76; hire of equipment, \$31; interest on funded debt, \$30,000; other interest deductions, \$7,608.32.....	48,003 08	1,302 51
Net corporate loss.....	<u>\$31,775 51</u>	<u>\$3,538 41</u>
Surplus, June 30, 1915.....	\$30,564 36	
Adjustment of interest accruals of previous year..	17 70	
Total credits.....	<u>30,582 06</u>	
Deficit, June 30, 1916.....	<u>\$1,193 45</u>	

Operating Revenues.— For details see Table XIII.

Operating Rents Receivable.— Advertising privileges: New York & Long Island Advertising C for car advertising, \$1,200.

Long Island Electric Railway Company

Other car and station privileges: Gum and weighing machine, \$56.65.

Rent of land and buildings: Waiting-room at Far Rockaway, \$225.

Rent of equipment: New York & Long Island Traction Co., revenue cars, at \$2 per day, \$100.

Rent of tracks and terminals: New York & Long Island Traction track rental between Belmont park, junction of Hempstead and Jamaica turnpike, and Washington and Fulton streets, Jamaica, based on a track rental of \$7,000 per year and 10 cents per car-mile, \$21,441.26; New York & Long Island Traction Co., track rental for chartered cars, \$47.30; New York & Queens County Railway Co., track rental for chartered cars, \$131.60; total, \$21,620.16.

Operating Expenses.— For details see Table XIV.

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of July 22, 1914, this company filed with the Commission amended rules of depreciation which provide 4½ cents per car mile for maintenance of way and structures and 4½ cents per car mile for maintenance of equipment.

Under the above rule the company charged to Depreciation of Way and Structures, \$10,219.89, and to Depreciation of Equipment, \$24,263.38.

Power Bought or Sold

NAME OF COMPANY	Total number of kw. hours delivered	Average price per kw. hour (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
<i>Power bought</i>					
Long Island R. R. Co., A. C.	3,668,852	1.50	\$57,245 35	.....	\$57,245 35
Long Island R. R. Co., D. C.	280,000	2.50	7,000 00	.....	7,000 00
<i>Power sold</i>					
New York and Long Island Traction Co., D. C.	1,041,540	2.50	25,038 50	\$4,169 70	Cr 21,868 80
New York & Queens County Ry. Co., D. C.	17,210	2.50	430 25	86 05	Cr 344 20
Estate of J. S. Remsen, D. C.	501	10.00	50 10	40 08	Cr 10 02
Total	—	—	—	\$4,295 83	\$42,022 33

Joint Facilities.— With Brooklyn, Queens County & Suburban R. R. Co., pole attachments, \$10.50; with Nassau Electric R. R. Co., special work, \$53.48; total, \$63.98, charged to expenses.

Taxes

Class of Tax	Amount of levy ^a	Charged to income	Amount paid ^b	Due and unpaid
Real estate	\$1,231 88	\$940 69	\$1,219 81	.....
Corporate real estate	1,096 63	834 12	1,089 38	.....
Special franchise	5,937 25	3,028 10	3,298 02	.....
Franchise payments to City of New York....	3,216 59	3,265 04	3,216 59	.....
State tax on gross earnings	2,486 69	2,493 25	2,486 69	.....
Total	\$13,969 04	\$10,561 20	\$11,310 49	.....

^a Plus 4 per cent for line loss."

^b Differences between amounts levied and amounts paid are caused by allowances and rebates."

Long Island Electric Railway Company

Miscellaneous Rent Deductions.— Track and terminal privileges: Track rental on Fulton street, Jamaica, from Brooklyn, Queens County & Suburban R. R. Co., \$1,200; on Liberty and Grant avenues, from Nassau Electric R. R. Co., \$300; on Fulton street, Jamaica, from Brooklyn Heights R. R. Co., \$2,156.73; on Rockaway road, from New York & Long Island Traction Co., \$6,685.13; New York & Queens Co. Ry. Co., track rentals, chartered cars, \$21.90; total, \$10,363.76.
Hire of equipment: Grinding cars and flat cars, \$31.

DESCRIPTION OF ROAD AND EQUIPMENT
MILES OF ROAD AND TRACK, JUNE 30, 1916
Electrically Operated Surface Line, Overhead Trolley Contact

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	All running track	Increase or (D) decrease
<i>Road owned by respondent under title in perpetuity</i>					
Belmont Park line to Liberty avenue and Rockaway Junction, Brooklyn.....	7.24	6.86	.....	⁹ 14.10	.....
Jamaica to Far Rockaway.....	9.06	1.15	0.92	¹⁰ 11.18	.....
Total owned and maintained.....	16.30	8.01	0.92	25.23	.....
<i>Road occupied under trackage rights from independent companies</i>					
Brooklyn, Queens County & Suburban Railroad Co., Fulton street Jamaica, between Washington street and Grand street.....	.40	.40	.....	⁹ .80	.....
Nassau Electric Railroad Co., on Liberty avenue from Eldert lane to Grant avenue, Brooklyn..	.10	.10	.....	¹¹ .20	.....
<i>Road occupied under trackage rights from associated companies</i>					
New York & Long Island Traction Co., on Rockaway road from junction of Liberty avenue to city line.....	1.28	1.28	.....	⁹ 2.56	.....
Total trackage rights.....	1.78	1.78	.....	3.56	.....
Total track operated.....	18.08	9.79	0.92	28.79	.....

Track in car houses, shops and yards, 0.61 mile.

Details of Track, Roadway and Electric Line Construction

	Added during year	Removed during year	At close of year
Ballast:			
Miles of track laid on earth.....	.....	.....	25.84
Ties: ¹²			
Number of wood ties, untreated.....	4,175	4,175	67,415
Miles of track laid on ties.....	.....	.....	25.84
Rail (miles of track): ¹³			
7-inch girder, 80-lb.....	1.189	1.515	11.374
7-inch girder, 93-lb.....	.....	.....	7.51
70-lb. T.....	.....	.....	.61
7-inch Trilby, 97-lb.....	.....	.....	3.65
7-inch girder, 73-lb.....	.006	.....	.546
7-inch guard, 108-lb.....	.....	.....	.06
7-inch guard, 116-lb.....	.....	.....	.06
7-inch Trilby, 116-lb.....	.....	.....	1.71
7-inch Trilby, 105-lb.....	.235	.....	.235
7-inch groove, 108-lb.....	.085	.....	.085

⁹ In Queens County. ¹⁰ Consists of 6.73 miles of first track, 1.15 miles of second track and .72 mile of sidings and turnouts in Queens County and 2.33 miles of first track and .20 mile of sidings and turnouts in Nassau County. ¹¹ In Kings County. ¹² 4,175 yellow pine ties replaced, cost at distributing points, \$1,659.68, charged to operating expenses. ¹³ Rails laid in replacement during the year, 74 778 gross tons of second-hand 7-inch 80-pound girder, cost, \$1,861.71; 0.326 gross ton of second-hand 7-inch 73-pound girder, cost, \$3.26; 19.375 gross tons of new 7-inch 105-pound Trilby, cost, \$748.96; 7.232 gross tons of new 7-inch 108-pound groove, cost, \$618.75; total cost, \$3,232.68; less salvage on rails taken up, \$1,220.52; charged to operating expenses, \$2,012.16.

Long Island Electric Railway Company
Details of Track, Roadway and Electric Line Construction — Concluded

	Added during year	Removed during year	At close of year
Rail joints (miles of tracks):			
Bolted plates.....			25.84
Rail bonds (miles of track):			
6-inch and 9-inch 4/0 expanded plug terminals.....			25.05
12-inch 300,000 C. M.....			.79
Paving (miles of track):			
Macadam.....			.185
Cobble.....		1.10	7.14
Belgian block.....	1.10		1.44
Peekskill.....			.59
Granite block.....			6.78
Poles:			
Whereof wood untreated.....			1,416
Whereof iron.....			123
Overhead construction: Miles of line:			
Whereof span wire.....			14.08
Whereof side bracket.....			2.22
Trolley wire (miles):			
No. 0 B. & S. hard drawn.....			22.78
No. 00 B. & S. hard drawn.....	3.15	3.15	3.17
Transmission cables — overhead (voltage 11,000) (miles):			
No. 2 B. & S. copper.....			7.50
Distribution cables — overhead (voltage 550) (miles):			
1 cond. 500,000 C. M. Tr. W. P.....			7.69
1 cond. 300,000 C. M. Tr. W. P.....			5.77
1 cond. No. 4 C. M. Tr. W. P.....			14.85
1 cond. 1,000,000 C. M. Tr. W. P.....			.11

Track Structures.— One steel bridge, 116 feet long; 4 wooden bridges, aggregate length, 233 feet; 1 combination bridge, 64 feet long.

Cars.— Number of revenue, 36; service, 8. (For details see Table II.)

Power Plant Equipment.— See Table III.

Miscellaneous.— Number of sub-stations, 1; repair shops, 1; car houses, 1; office buildings, 1; passenger stations, 2; transfer points to company's cars, 2. Miles of telephone line, 3.32 (3.03 miles twisted pair); telephone wire, 6.64. Signal system operated by lights.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 4,418,933 fares, all 5-cent; transfers, 239,536; free, 110. Car Miles.— Revenue, 944,736 (passenger, active, 914,297; idle, 28,644; special, 1,795); non-revenue, 18,395. Car-seat Miles.— 38,359,931. Car Hours.— Regular passenger (active and idle), 92,019; special, 318. (For details of traffic statistics see Tables V-VIII.)

Power.— (For details see Table IV.)

Accidents.— Persons injured seriously, 2; minor injuries, 125. Total amount paid during the year for injuries and damages caused by accidents that occurred during the year, \$4,363.09; for accidents that occurred in prior years, \$10,258. (For details of accidents see Tables X and XI.)

Employees and Wages.— See Table XII.

Officers.— President, C. L. Addison; Vice-President and General Manager, W. O. Wood; Secretary and Treasurer, Frank E. Haff; General Auditor, A. B. Bierck; Auditor, Wm. Harts; Counsel, J. L. Quackenbush; Claim Agent, A. J. Eaton.

Directors.— C. L. Addison, August Belmont, A. L. Langdon, J. A. McCrea, Ralph Peters, T. P. Shonts, H. H. Vreeland, W. O. Wood, E. J. Berwind.

Main Business Office.— 7 and 9 Borden avenue, Long Island City, N. Y.

Report verified by W. O. Wood, Vice-President, September 28, 1916.

MANHATTAN AND QUEENS TRACTION CORPORATION

History.—Incorporated November 2, 1912, under section 5 and amendments of the Railroad Law and began operations December 28, 1912. [The company was organized by or for the MacArthur Brothers Company, contractors, for the purpose of taking over all the property and franchises within the City of New York of the South Shore Traction Company which had been incorporated March 2, 1903, and passed into the hands of receivers December 30, 1910. On March 7, 1913, an agreement was made under which the MacArthur Brothers Company agreed to have transferred to the Manhattan and Queens Traction Corporation the franchises and incidental rights of the South Shore Traction Company and to construct and equip a double track electric railroad, together with a car barn, repair shop and cars, and to cause to be given to the Manhattan and Queens Traction Corporation a guaranty of the payment of any deficit there might be in the interest on \$1,500,000 bonds, above net earnings for three years, and the traction company agreed in consideration thereof to issue to the MacArthur Brothers Company, \$1,480,000 stock and \$1,500,000 first mortgage five per cent bonds. On March 8, 1913, the Manhattan and Queens Traction Corporation made application to the Commission for authority to issue \$1,500,000 capital stock, to execute a first mortgage of \$10,000,000 and to issue thereunder \$1,500,000 of five per cent bonds. Counsel for the Commission having advised that the issuance of the stock to the MacArthur Brothers Company (not a railroad corporation) would be illegal, the Manhattan & Queens Traction Company stated that they would proceed with the application irrespective of the contract. On February 5, 1914, the Commission authorized the issuance of \$765,000 capital stock, but on March 6, 1914, the company filed a formal notice withdrawing its application of March 8, 1913, and on March 10, 1914, the Commission abrogated its order of February 5, 1914.]¹

Stockholders and Members.—No stock issued. Nine subscribers, eight of whom were resident in New York State, subscribed for 200 shares of the par value of \$100 each.

Important Changes during the Year.—Extensions of the road on Archer place and Sutphen road, Jamaica, were put into operation as follows: (1) From Archer place and Vanderbilt avenue to Rocton street and Sutphen road; length of extension, 0.22 miles; operation began March 29, 1916. (2) From Archer place and Vanderbilt avenue to South street and Sutphen road, length of extension, 0.64 mile; operation began April 18, 1916. (3) From Archer place and Vanderbilt avenue to Shore avenue and Sutphen road; length of extension, 0.73 mile; operation began April 20, 1916. (4) From Archer place and Vanderbilt avenue to Lambertville avenue and Sutphen road, length of extension, 0.93 mile; operation began April 26, 1916. New mileage was constructed as follows: (1) From Archer place and Vanderbilt avenue to Lambertville avenue and Sutphen road; length, 1.88 miles; main track and two cross-overs. (2) New double track and overhead built on street grade, 0.40 mile, to replace the single track trestle at Woodside, L. I., between Eighth and Rowan streets, which was dismantled.

Leaseholds were acquired as follows: (1) From the Thomson Hill Land and Improvement Co.: (a) Term from April 2, 1915, to July 2, 1916, \$2,444 per annum. (b) Term from July 1, 1916, to July 1, 1917, \$2,444 per annum. (2) From the Queens Plaza Const., Inc.: Term from October 1, 1914, to October 1, 1915, \$1,224 per annum. After expiration, rented from month to month at the same rate.

The contract between the City of New York and the respondent was amended January 21, 1916, by extending the date for the completion of the railroad to Lambertville avenue to May 1, 1916. The privilege was also granted to cross freight side-tracks located on Sutphen road and leading to warehouse of J. & T. Adikes. Consideration paid to the City of New York, \$50. The remainder of the railroad to be completed within such time as the Board of Estimate and Apportionment may direct.

An agreement was made January 17, 1916, between the Long Island Electric Railway Co. and the respondent relative to the installation and maintenance of tracks crossing Sutphen road and South street, Jamaica. Consent was given by the Long Island R. R. Co. and J. & T. Adikes to build and operate a grade crossing over the freight side track leading to Tyndall and Fulton streets. An agreement was made March 1, 1916, between the Brooklyn, Queens County & Suburban R. R. Co. and the respondent for the use by them of respondent's track and overhead on Campion avenue, a distance 169 feet. Rental, 35 cents per foot of single track and one cent per round trip for power and maintenance.

Robert Thompson, Jr., was appointed Assistant General Manager, August 1, 1915.

¹ From documents on file with the Public Service Commission. See also Case No. 1650 (P. S. C. Reports, 1st Dist., vol. V, pp. 57 ff).

664 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Manhattan and Queens Traction Corporation
BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$104,842 86	Cash.....	\$7,690 67	D \$97,152 19
120 00	Bills receivable, time.....		D 120 00
1,319 48	Accounts receivable.....	1,865 07	545 59
325 82	Interest and dividends receivable.....	325 83	01
24,140 88	Other current assets ¹	27,635 04	3,494 16
6,923 76	Materials and supplies.....	11,392 27	4,468 51
35,000 00	Miscellaneous investments ²	35,000 00	
	Fixed capital installed since 1908: ⁴		
241 23	Street railway landed capital.....	773 28	532 05
4,053 18	Intangible street railway capital.....	4,581 05	527 87
3,026 65	Tangible street railway capital.....	4,326 97	1,300 32
2,196 27	Expenditures on leased lines.....	68,932 15	66,735 88
9,517 33	Total fixed capital.....	78,645 45	69,126 19
2,886 96	Prepayments.....	2,857 91	D 29 05
3,516 64	Suspense ⁵	3,516 64	
<u>\$188,593 73</u>	<u>Total.....</u>	<u>\$168,926 88</u>	<u>D \$19,666 85</u>
LIABILITIES SIDE			
\$12,669 28	Taxes accrued.....	\$21,626 81	\$8,957 53
.....	Miscellaneous bills payable.....	33,934 98	33,934 98
64,233 54	Miscellaneous accounts payable.....	62,316 05	D 1,917 49
.....	Interest accrued on unfunded debt.....	390 17	390 17
12,429 00	Rent accrued for lease of road.....	12,697 75	268 75
1,664 02	Due for wages and salaries.....	2,419 78	755 76
83 04	Other unfunded debt.....	356 10	273 06
4,121 44	Casualties and insurance reserve.....	D 841 32	D 4,462 76
3,524 36	Other optional reserves.....	201 07	D 3,323 29
20,000 00	Instalments paid in on subscriptions for stocks...	20,000 00	
69,869 05	Surplus.....	15,325 49	D 54,543 56
<u>\$188,593 73</u>	<u>Total.....</u>	<u>\$168,926 88</u>	<u>D \$19,666 85</u>

Contingent Liabilities.— Assessment on plot at Van Dam street and Nott avenue, sewer and appurtenances, \$1,323.56, with interest at 7 per cent from June 12, 1914; amounting to \$1,513.49. Acquiring title to streets, \$3,129.00, with interest at 7 per cent from March 17, 1914, amounting to \$3,629.73.

Action by Insurance Department relative to corporate stock, City of New York, par value, \$13,250, deposited by South Shore Traction Company and assigned to respondent (See *Emmet as Supt. etc. vs. City of New York*, 163 App. Div. 603, judgment affirmed by the Court of Appeals); interest withheld, \$1,628, approximately.

Valuation of Property for Purposes of Taxation

Assessed valuation for 1916 taxes:	Borough of Queens
Real property outside streets and public places.....	\$16,000
Real property (tangible and intangible) in streets.....	423,640

¹ Includes MacArthur Bros. Co., [construction account] 1915, \$20,620.98; 1916, \$26,156.74.

² Includes New York City corporate stock of a par value of \$13,250 against which claims have been filed with the Comptroller. See *Contingent liabilities*.

⁴ [Represents expenditures made by this company in 1913–1916, inclusive, the property transferred to the respondent by the Receivers of the South Shore Traction Co., not having been taken on the books. For details of fixed capital as of December 31, 1912 (the date of the last report filed by the receivers of the South Shore Traction), see Addendum 2 in the 1913 abstract of this company. Annual report of the Commission for 1913, Vol. II, p. 622.]

⁵ Organisation suspense; expenses in connection with application, case No. 1650, for stock and bond issues.

Manhattan and Queens Traction Corporation

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital Installed since December 31, 1908

(A) On Lines Owned

INSTALLED DURING YEAR

Item	Original capital, additions and betterments	Renewals and replacements	Retired or withdrawn during year	Total cost to June 30, 1916
Organization.....				\$1,732 00
Street railway franchises.....	\$50 00			1,150 00
Other intangible street railway capital.....	477 87			1,699 05
Right of way.....	532 05			532 05
Other street railway land.....				241 23
Railway tools.....				8 40
General office buildings and fixtures.....	149 59			1,755 04
Shops and car-houses.....	114 99			289 21
Stations, waiting rooms and miscellaneous buildings.....	249 16			249 16
Shop equipment.....	18 35			82 07
Miscellaneous equipment.....	768 23			768 23
Engineering and superintendence....				225 97
Law expenditures during construction.....				10 00
Taxes during construction.....				127 19
Miscellaneous construction expenditures.....				811 70
Total.....	\$2,360 24			\$9,681 30

(B) On Lines Leased *

Grading.....	\$2,370 29			\$2,370 29
Ballast.....	168 07			168 07
Ties.....	3,824 99			3,824 99
Rails, rail fastenings, and joints....	12,757 25			12,757 25
Special work.....	1,992 54			1,992 54
Track laying and surfacing.....	4,626 90			4,626 90
Paving.....	23,568 51	\$91 70		23,876 71
Bridges, trestles and culverts.....	1,191 23			1,191 23
Crossings, fences and signs.....	39 41			39 41
Interlocking and other signal apparatus.....	166 43			166 43
Telephone and telegraph lines.....	123 82			151 53
Poles and fixtures.....	3,688 81			3,691 81
Distribution system.....	3,207 17			3,207 17
Stations, waiting rooms and miscellaneous buildings.....	207 33			207 33
Revenue cars.....	2,348 65			2,589 66
Electric equipment of cars.....	355 62			489 98
Other rail equipment.....	589 09			614 80
Engineering and superintendence....	3,828 19			5,070 65
Injuries during construction.....	231 54			231 54
Interest during construction.....	645 17			645 17
Miscellaneous construction expenditures.....	743 17			1,048 69
Total.....	\$66,674 18	\$91 70		\$68,962 15

* Consists of expenditures in connection with limited-term franchise acquired from City of New York, October 29, 1912.

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Manhattan and Queens Traction Corporation Details of Expenditures Made during Year

	Amount *
Dismantling single track trestle at Woodside, L. I., and construction of inbound and outbound tracks and overhead (under lease project).....	\$9,314 80
Construction of double track and overhead from Johnson avenue to Lambertville avenue, Jamaica. Under franchise granted October 29, 1912. Commenced November 29, 1915. Finished April 25, 1916 (under lease project).....	49,757 48
Construction of double track and overhead on Van Dam street from Thomson avenue to Nott avenue, Long Island City. Under franchise granted July 21, 1913. Commenced May 10, 1916. Finished about November 1, 1916. Estimated cost, \$20,221.00.....	2,172 84
Overland touring car, locker and camera.....	768 23
Services and expenses securing consents for grade crossing at Jamaica.....	532 05
Interest during construction.....	645 17
Seven new center entrance cars.....	1,868 42
Minor projects.....	4,067 13
Total.....	* \$69,126 12

Franchises Acquired During the Year.— January 21, 1916, amendments to the original contract with the City of New York dated October 29, 1912, as amended July 21, 1913, granting time extension for completion of railroad to various points along route contained in original contract, and privilege granted to cross freight side tracks of Long Island R. R. Co. at Jamaica at street grade. Cost to respondent and amount at which carried on books, \$50.

Land Acquired During the Year and Devoted to Street or Electric Railway Operations.— February 9, 1916, consent of Long Island R. R. Co. and J. & T. Adikes to cross freight side track at Jamaica at street grade until city takes title to the streets at this location. Cost to respondent and amount at which carried on books, \$532.05.

Equipment Retired During the Year.— One closed passenger car with single set of trucks and double motor; also one waiting car and two motors used only on service cars rebuilt into passenger revenue car and cost of rebuilding charged to the contractors. This equipment was a part of that received with the constructed road, with no details of costs.

Miscellaneous Investments.— Bond: Corporate stock, City of New York, par value, \$36,250, whereof \$15,000, 4½ per cent, matures in March, 1962, \$13,250, 3½ per cent, in November, 1940, and \$8,000, 4½ per cent, in March, 1960; total amount at which carried on the books, \$35,000; interest accrued, \$977.51; interest on \$13,250 par value is withheld by Comptroller of the City of New York.

Materials and Supplies.— Electric line equipment, \$1,320.33; roadway and track material, \$4,320.10; car wheels and truck material, \$1,224.20; car body material, \$1,061.83; electric motor equipment, \$2,371.41; car service supplies, \$747.58; miscellaneous railway supplies, \$104.40; stationery and printing, \$242.42; total \$11,392.27.

Prepayments.— Insurance, \$2,545.91; rents, \$187; association dues, \$125; total, \$2,857.91.

Securities.— [See schedule History and also Case No. 1650, P. S. C. R. vol. V, pp. 57-92.]

Miscellaneous Bills Payable.— H. L. Doherty & Co., \$32,000; Western Electric Co., \$834.98; Epping & Russell, \$1,100; total, \$33,934.98, all at 6 per cent interest with accruals, unpaid, \$390.17.

Miscellaneous Accounts Payable.— MacArthur Bros. Co., \$52,495.15; Long Island R. R. Co., for power, \$5,445; miscellaneous, \$4,375.90; total, \$62,316.05.

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Casualties and insurance: Balance June 30, 1915, \$4,121.44; credits during year, based on car mileage at 1 cent per car mile July 1, 1915 to January 1, 1916, and 1½ cents per car mile from January 1 to June 30, 1916, \$12,529.51 charged to operating expenses; credited to this account and charged to surplus, \$4,000; debits during year, actual expenditures, \$20,992.27; balance, June 30, 1916, \$341.32.

Special school tickets: Balance, June 30, 1915, \$118.44; credits, tickets sold during year, \$751.45; debits, tickets taken up during year, \$668.82; balance, June 30, 1916, \$201.07.

MacArthur Bros. Co. special account: Balance, June 30, 1915, \$3,405.92; credits during year for material delivered for operation and construction, \$1,073.38; debit during year for material returned, \$4,479.30.

* There was also charged \$10.69 to operating expenses.

Manhattan and Queens Traction Corporation
INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue.....	\$287,690 56	\$18,834 29
Other operating revenue.....	4,124 87	806 94
	<hr/>	<hr/>
Total operating revenue.....	\$291,815 43	\$19,641 23
	<hr/>	<hr/>
Operating expenses:		
Maintenance of way and structures.....	\$9,374 90	\$631 08
Maintenance of equipment.....	21,368 28	2,407 35
Power purchased.....	64,326 42	2,643 51
Operation of cars.....	69,498 07	1,620 91
Injuries to persons and property.....	12,529 51	2,620 99
Traffic expenses.....	520 58	D 71 55
Other general expenses.....	20,130 64	1,515 08
	<hr/>	<hr/>
Total operating expenses.....	\$197,748 40	\$11,367 37
Taxes accrued.....	11,579 23	1,881 16
	<hr/>	<hr/>
Total revenue deductions.....	\$209,327 63	\$13,248 53
	<hr/>	<hr/>
Operating income.....	\$82,487 80	\$6,392 70
Non-operating income: Interest on bank balances, \$2,256.11, on city bonds, \$977.51; less non-operating taxes, \$273.65.....	2,959 97	D 1,851 14
	<hr/>	<hr/>
Gross income applicable to corporate and leased properties.....	\$85,447 77	\$4,541 56
Deductions from gross income — Rent for lease of other road and equipment (track and terminal privileges), \$17,229.63; miscel- laneous rents, \$2,244.....	19,473 63	333 26
	<hr/>	<hr/>
Net corporate income.....	\$65,974 14	\$4,208 30
	<hr/>	<hr/>

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$69,849 05
Balance for year transferred from income.....	65,974 14
Expenses returned.....	68 43
	<hr/>
Total.....	\$135,911 62
Expenses elsewhere unprovided for: Expenses of manager to the California Convention, \$710.20; Christmas gratuities and prize money to crews, \$451; minor items, \$153.48.....	\$1,314 68
Appropriation reserves: To cover overdrawn reserve for injuries and damages.....	4,000 00
Other appropriations: "Payment to Charles A. Frueauff on account of interest on plant and investment liability.".....	115,000 00
Additional 3 per cent on gross earnings for year ended June 30, 1915, paid to City of New York.....	107 00
Franchise tax accrued for year 1913.....	82 32
Bad debts written off.....	82 13
	<hr/>
Total deductions.....	120,586 13
	<hr/>
Surplus, June 30, 1916.....	\$15,325 49
	<hr/>

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges, \$3,513.47; car and station privileges, \$218.42; equipment, \$268.50; tracks and terminals, \$79.63; total, \$4,080.02.

Operating Expenses.— For details, see Table XIV.

Manhattan and Queens Traction Corporation

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses. "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. The respondent has filed no rule to comply with the above, and makes no charges to the depreciation accounts.

Power Bought and Exchanged

Name of Company	Total number of kw. hour delivered	Average price per kw. hour (cents)	Total amount debited or credited to expense
<i>Power bought</i> ⁹			
Long Island R. R. Co., D. C.....	2,830,727	2.25	\$63,691 37
<i>Power exchanged</i>			
New York & Queens Co. Ry. Co.....	N. R.	N. R.	160 79
New York & Queens Co. Ry. Co.....	N. R.	N. R.	Cr. 240 38
Brooklyn, Queens County & Sub. R. R. Co.....	N. R.	N. R.	718 50
Brooklyn, Queens County & Sub. R. R. Co.....	N. R.	N. R.	Cr. 2 96
Long Island R. R. contract account.....			90
Total.....			<u>\$64,326 43</u>

Joint Facilities.— New York & Queens County Ry. Co., repairs to track on Queensboro Bridge used jointly and divided on basis of car trips; charged to expenses, \$144.24.

Rents Payable Charged to Operating Expenses.— Office rooms in Queens Plaza Court Building, Bridge Plaza, Long Island City. Owner, Queens Plaza Court, Inc., \$1,244.

Taxes

	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land.....	\$329 60	¹⁰ \$273 65	\$289 11	.....
Special franchise.....	8,726 98	8,222 32	.....	¹¹ \$13,432 32
State franchise tax on gross earnings.....	2,876 91	2,876 91	2,688 56	.....
Federal income.....	.....	480 00	.....	.....
Total.....	<u>\$11,933 49</u>	<u>\$11,852 88</u>	<u>\$2,977 67</u>	<u>\$13,432 32</u>

Miscellaneous Rent Deductions.— Track and terminal privileges: Contract with City of New York for use of tracks, terminal loops and facilities on Queensborough bridge at \$233.83 monthly, \$2,805.96; for use of structure and approaches to same at 5 cents per round car trip, \$5,494.15. Three per cent on gross earnings as per provisions of section 5, paragraph 1, of contract with City of New York dated October 29, 1912, \$8,742.27.

Use of tracks owned by Brooklyn, Queens County & Suburban R. R. Co. on Jamaica avenue between Hoffman boulevard and Campion avenue at 35 cents per foot of single track, \$187.25. Total track and terminal privileges, \$17,229.63.

Miscellaneous: Temporary car barn, Thomson Hill Land and Improvement Co., \$2,244.

⁹ Current delivered and measured at Winfield crossing of Long Island R. R. Co. from third rail and at the breaker house of the L. I. R. R. Co. at Jamaica.

¹⁰ Charged to non-operating income.

¹¹ Taxes for 1914 and 1915; estimated by respondent at prevailing tax rate, suit pending. [Of the 1916 tax, however, only one-half is actually due and unpaid.] The tax for 1913, \$82.32, was charged to surplus.

Manhattan and Queens Traction Corporation
DESCRIPTION OF ROAD AND EQUIPMENT
MILES OF ROAD AND TRACK, JUNE 30, 1916
Electrically Operated Surface Line, Overhead Trolley Contact

NAME OF ROAD OR BRANCH	Road	Second track	Sidings, turnouts and cross-overs	Total running track	Increase or (D) decrease
<i>Road owned by respondent under limited term franchise</i>					
Thomson avenue line; 59th street and Second avenue, Manhattan to Lambertville avenue, South Jamaica ¹²	8.82	8.61	.14	17.57	2.64
<i>Road occupied under trackage rights from independent companies</i>					
Thomson avenue line: Jamaica and Thomson avenue to Jamaica and Campion avenues ¹⁴ ..	.05	.05	.....	0.10	.. ..
Queensboro bridge—local: Jackson avenue, Borough of Queens to 59th street and Second avenue, Manhattan ¹⁵	¹³ 1.62	¹³ 1.62	.....	3.24	.. ..
Total track operated.....	10.49	10.28	.14	20.91	2.06
Track in carhouses, shops and yards, 0.65 miles.					

DETAILS OF TRACK, ROADWAY AND ELECTRIC LINE CONSTRUCTION

ITEMS	Added during year	Removed during year	At close of year
Ballast:			
Miles of track laid on concrete construction.....	1.617	.....	1.617
Miles of track laid on sand bed.....	.59	.....	.59
Ties:			
Number of wood ties, treated.....	5,364	.....	5,364
Number of wood ties, untreated.....	.....	498	.....
Miles track laid on ties.....	2.207	.....	2.207
Rail:			
9" girder in 60' lengths.....	1.160	.....	1.160
7" girder in 60' lengths.....	1.047	.....	1.047
75 No. A. S. C. E. Tee.....	.....	.113	.....
Guard.....	.....	.113	.....
Rail joints (miles of track):			
Bolted plates.....	2.207	.....	2.207
Rail bonds:			
10" compress terminals, size 4/0.....	2.207	.....	2.207
Paving (miles of track):			
Granite block.....	2.163	.....	2.163
Asphalt block.....	.044	.....	.044
Poles:			
Whereof wood untreated.....	3	.....	3
Whereof steel.....	100	.....	100
Overhead construction:			
Span wire construction.....	2.207	.227	2.207
Trolley wire:			
4/0 grooved.....	2.207	.....	2.207

Cars.— Revenue cars (motor), 40; service, 6. (For details, see Table II.)

¹² Does not include mileage of the Queensboro Bridge track, which is shown separately.

¹³ Owned by the City of New York. Track and overhead, except underground electric system, maintained by respondent.

¹⁴ Owned by the Brooklyn, Queens County and Suburban Railroad Company.

¹⁵ Owned by the City of New York. Maintained by the Third Avenue Railway Company, excepting overhead, which is maintained by respondent.

Manhattan and Queens Traction Corporation

Miscellaneous.— One repair shop; telephone line and wire, 10½ miles; signal system, United States electric type G-1, signal boxes with semaphore attachment. One manually operated signal for operation over single track on Compton avenue, Jamaica.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 7,170,198, whereof 5-cent, 4,323,940; 3-cent, 61,453; 2½-cent, 2,779,536; transfers, none; free, 38,981. *Car Miles.*— Revenue, 1,000,131, whereof active passenger, 979,421; idle, 20,710; non-revenue, 10,206. *Car-seat Miles.*— 47,024,611. *Car Hours.*— 104,930. (For details of traffic statistics, see Tables V–VIII.)

Power.— See Table X.

Accidents.— Persons killed, 1; injured, 128. Total paid on account of injuries and damages sustained during the year, \$4,993.58; for injuries and damages sustained in prior years, \$11,811.04. (For details of accidents, see Table XI.)

Employees and Wages.— See Table XII.

Officers.— President, Robert S. Sloan; Vice-President, Harold B. Weaver; General Manager, Secretary and Treasurer, S. B. Severson; Assistant Secretary, George J. Johnstone; Assistant Treasurer and Auditor, F. H. Adler; General Counsel, Frueauff, Robinson & Sloan.

Directors.— Robert S. Sloan, Watson B. Robinson, Robert Burns, Charles A. Frueauff, George J. Johnston, Leonard E. Lisner, Arthur C. Hume, Harold B. Weaver and S. B. Severson.

Main Business Office.— 60 Wall street, New York City.

Report verified by S. B. Severson, Treasurer, October 3, 1916.

MANHATTAN BRIDGE THREE CENT LINE

History.— Incorporated December 30, 1909, under the Railroad Law.

Franchise granted by the City of New York July 10, 1912, for a period of ten years with privilege of renewal for fifteen years.

Operation commenced upon Manhattan bridge section from New York terminal to Brooklyn terminal on September 4, 1912; upon Flatbush avenue extension from Brooklyn terminal to Fulton street, December 14, 1912.

Stockholders and Members.— Total voting power of all members of the corporation, 4,500, each holder of \$100 par value of capital stock having one vote; total number of stockholders, June 30, 1916, 117, of whom 113, holding 4,445 votes, reside in New York State. Total votes cast at the last general meeting, December 13, 1915, 3,591, of which the voting trustees (under agreement for five years from November 1, 1915, and deposit of stock thereunder), cast 2,281 on behalf of individual members and Nathan Dean cast 110; Edwin Ames, 100; Henry Roth, 100; Audley Clarke, 60; Charles Jacob, 50; Ralph H. Tiebout, 38, each on behalf of himself.

Important Changes during the Year.— Decrease of mileage on December 12, 1915, due to change in operation from upper (easterly) deck to upper (westerly) deck of Manhattan bridge .201 miles. Portion of track on Bridge street, Brooklyn, from a point on Bridge street and a point near Concord street .094 miles, unused by respondent due to change from upper (easterly) to upper (westerly) deck of Manhattan bridge.

No additional franchises or rights were secured during the year.

BALANCE SHEET

ASSETS SIDE		Increase or (D) decrease	
June 30, 1915		June 30, 1916	
\$5,909 40	Cash.....	\$17,264 91	\$11,355 51
3,607 70	Accounts receivable.....	3,709 46	101 76
141 67	Interest and dividends receivable.....	141 67	.....
4,325 75	Materials and supplies.....	4,600 67	274 92
10,118 75	New York City corporate stock.....	10,118 75	.....

Manhattan Bridge Three Cent Line

BALANCE SHEET—*Concluded*

June 30, 1915	ASSETS SIDE— <i>Concluded</i>	June 30, 1916	Increase or (D) decrease
	Fixed capital installed since 1908:		
\$66,443 30	Street railway land.....	\$66,443 30	.....
103,056 79	Intangible street railway capital.....	95,962 23	D \$7,094 56
282,268 64	Tangible street railway capital.....	283,038 46	769 82
451,768 73	Total fixed capital—gross.....	1 445,443 99	D 6,324 74
199 13	Prepayments.....	7,492 96	7,293 83
12,355 37	Suspense.....	8,424 06	D 3,931 31
.....	Corporate deficit.....	17,453 82	17,453 82
<u>\$488,426 50</u>	<u>Total.....</u>	<u>\$514,650 29</u>	<u>\$26,223 79</u>
	LIABILITIES SIDE		
\$9,480 49	Taxes accrued.....	\$9,872 40	\$391 91
.....	Judgments unpaid.....	27,768 00	27,768 00
10,000 00	Miscellaneous bills payable.....	10,000 00	.....
2,439 65	Miscellaneous accounts payable.....	1,773 60	D 666 05
229 16	Interest accrued on unfunded debt.....	229 16	.....
839 40	Due for wages and salaries.....	937 43	98 03
7,537 20	Sinking fund and other contractual reserves....	14,069 70	6,532 50
450,000 00	Common stock.....	450,000 00	.....
7,900 60	Corporate surplus.....	.....	D 7,900 60
<u>\$488,426 50</u>	<u>Total.....</u>	<u>\$514,650 29</u>	<u>\$26,223 79</u>

Contingent Liabilities.—None.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1915, filed by respondent:	Gross value	Same less depreciation
Real property outside streets and public places.....	\$102,337 75	\$101,740 82
Real property in streets—tangible.....	93,538 50	88,909 42
Tangible personal property.....	120,045 26	115,258 12
Assessed valuation for 1916 taxes:	Borough of Manhattan	Borough of Brooklyn
Real property outside streets and public places:		
Land and improvements.....	.....	1 \$78,000 00
Real property tangible and intangible in streets.....	\$9,300 00	93,840 00
Tangible personal property.....	.....	1 25,000 00

DETAILS OF ASSETS AND LIABILITIES
Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during the year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Organisation.....	.....	.....	.....	\$2,067 49
Street railway franchises.....	.....	.....	1 \$7,500 00	7,500 00
Other intangible street railway capital....	1 \$405 44	.....	.....	1 86,394 74
Right of way.....	.....	.....	.....	9,260 00
Other street railway land.....	.....	.....	.....	57,183 30
Ties.....	.....	.....	.....	3,173 67 ¹
Rails, rail fastenings and joints.....	.....	.....	.....	9,675 16
Special work.....	222 90	\$757 00	757 00	15,203 52

¹ See notes 3, 4 and 5.² [As computed by the Bureau of Statistics and Accounts, Public Service Commission.]³ Transferred to Prepaid taxes.⁴ Transferred from Miscellaneous construction expenditures to Other intangible street railway capital.⁵ Includes \$5,067.25 legal expenses disallowed for capitalization (Case 1802); will be transferred to surplus.

Manhattan Bridge Three Cent Line

Fixed Capital Installed since December 31, 1908 — Concluded

Item	INSTALLED DURING YEAR		Retired or withdrawn during the year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Track laying and surfacing.....		\$186 01	\$193 22	\$34,548 69
Paving.....				32,538 49
Crossings, fences, and signs.....	\$49 55			335 96
Telephone and telegraph lines.....				576 03
Poles and fixtures.....				2,634 62
Underground conduits.....	40 83			6,742 87
Transmission system.....				8,627 82
Distribution system.....	547 98			29,183 09
General office buildings and fixtures.....				1,373 32
Shops and car houses.....	30 42			41,550 22
Stations, waiting rooms and miscellaneous buildings.....	118 63			1,296 15
Shop equipment.....	35 00			352 86
Revenue cars.....	137 16			* 58,239 83
Electric equipment of cars.....				† 26,156 10
Other rail equipment.....				1,183 57
Engineering and superintendence.....				6,213 05
Taxes during construction.....				645 10
Miscellaneous construction expenditures..			‡ 405 44	2,788 32
Total.....	\$1,587 91	\$943 01	\$8,855 66	\$445,443 99

Detail of Expenditures for Improvements.— Renewal of crossing at Myrtle avenue and Flatbush avenue extension, Brooklyn, \$1,165.91; minor projects, \$959.57; total, \$2,125.48.

Miscellaneous Investments.— Corporate stock of the City of New York 4½ per cent (maturing 1960) par value, \$10,000, acquired July 25, 1912; cost and amount at which carried on respondent's books, \$10,118.75; deposited with the Comptroller of the City of New York under the terms of the franchise; income accrued during year, \$425.

Materials and Supplies.— Rails, \$1,153.21; trolley and feed wire, \$816.21; bonds, \$197.30; sundries, \$2,423.95; scrap, \$10; total, \$4,600.67.

Prepayments.— Taxes, § \$7,051.92; insurance, \$435.36; two months' license fee for attaching guy wires, \$2.00; water tax, 108 Prince street, \$3.68; total, \$7,492.96.

Suspense.— Loss by abandonment of power house site in process of amortization over a period of five years, \$5,427.42; disbursements for amendment of franchise, § \$2,951.84; disbursements for extension of time for completion, \$44.80; total, \$8,424.06.

Capital Stock.— Common, authorized by Public Service Commission, 4,500 shares of \$100 par value each; issued prior to present year, \$450,000; cash realized, \$450,000; dividends declared and paid, 1½ per cent each (payable September 1, 1915, December 1, 1915, March 1, 1916, none since; total dividends paid during the year, \$20,250.

Security for Unfunded Debt.— Mortgage as collateral security for bills payable aggregating \$10,000, due on demand, 335-337 Gold street, Brooklyn, \$10,000.

Judgments Unpaid.— In favor of Helen McGee; rendered June 10, 1915, Supreme Court, Kings County, \$26,114.10; interest accrued, \$1,653.90; total, \$27,768.

Taxes Accrued.— See schedule supporting Income statement.

* Transferred from miscellaneous construction expenditures to Other intangible street railway capital.

† Includes \$11,222.25, disallowed for capitalization (Case 1802); will be transferred to "Suspense Disused Cars" and amortized.

‡ Includes \$5,500, disallowed for capitalization (Case 1802); \$500 will be transferred to "Suspense Disused Cars" and amortized, and \$5,000 will be transferred to Materials and supplies, scrap value of cars.

§ Includes \$7,500 transferred from Fixed capital, street railway franchises, under amended franchise less \$448.08, terminal facility taxes for 1915; this is retained by the City of New York to be applied on account of annual charges for use of terminal loops and facilities.

¶ Includes \$445.47 to be transferred to Other intangible street railway capital and \$2,506.37 to be charged to surplus.

Manhattan Bridge Three Cent Line

Reserves.—Accrued amortization of capital (under Cases Nos. 1550 and 1802). Balance, June 30, 1915, \$7,200; credits during the year, \$6,333.22; balance, June 30, 1916, \$13,533.22.

Accrued amortization of capital (depreciation of equipment chargeable to the Brooklyn & North River R. R. Co.). Balance, June 30, 1915, \$337.20; credits during the year, \$199.28; credit balance, June 30, 1916, \$536.48.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Transportation revenue	\$123,793 23	D \$7,593 91
Other operating revenue	4,876 64	D 234 51
Total operating revenue	\$128,669 87	D \$7,828 42
Operating expenses:		
Maintenance of way and structures	\$2,585 57	D \$809 40
Maintenance of equipment	4,623 96	D 440 38
Power purchased	18,522 52	D 213 08
Operation of cars	40,505 76	D 148 20
Injuries to persons and property	5,113 70	D 1,810 94
Other general expenses	14,242 32	D 4,523 65
Total operating expenses	\$85,593 83	D \$7,945 65
Taxes accrued	16,062 36	1,584 67
Total revenue deductions	\$101,656 19	D \$6,360 98
Operating income	\$27,013 68	D \$1,467 44
Non-operating income: Miscellaneous rent revenues (108 Prince street, Brooklyn), \$140; interest on New York City corporate stock, \$425; on bank balances, \$325.72; less non-operating revenue deductions (rent expense, \$42.27; and taxes, \$70.94), \$113.21	777 51	D 502 73
Gross income applicable to corporate and leased properties	\$27,791 19	D \$1,970 17
Deductions from gross income: Interest on loans, \$845.84; interest on judgments unpaid, \$1,653.90; interest at 4½ per cent on accrued amortization of capital under Cases 1550 and 1802, \$433.22	2,932 96	787 65
Net corporate income	\$24,858 23	D \$2,757 82

CORPORATE DEFICIT

	Amount
Surplus, June 30, 1915	\$7,900 60
Balance for year transferred from income	24,858 23
Miscellaneous adjustments	1,291 99
Total credits	\$34,050 82
Dividends (4½ per cent on \$450,000 capital stock)	\$20,250 00
Amortization elsewhere unprovided for (for extinction of loss on power house site to be distributed over a period of 5 years from January 1, 1913)	3,618 29
Judgment unpaid (in favor of Helen McGee, rendered June 10, 1915, by Supreme Court, Kings County)	26,114 10
Sundry adjustments on account of retirements	1,050 22
Miscellaneous taxes	472 03
Total deductions	51,504 64
Deficit, June 30, 1916	\$17,453 82

Manhattan Bridge Three Cent Line

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising revenue: Contract with Charles W. Mulford, \$50 per car per annum plus 50 per cent of the net profits less the \$50 per car per annum, \$726.95.

Rent of equipment: Under contract with the Brooklyn and North River R. R. Co., use of rotary converter in Edison power station and snow sweeper, charges made on ton-mileage basis, \$238.47. Rent of tracks and terminals — under contract with the Brooklyn and North River R. R. Co., the use of tracks and overhead line on Flatbush avenue, extension, Brooklyn, based on the proportion of ton-miles, \$3,911.22.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. This company has not thus far filed rules for depreciation.

The respondent has, however, made credits to Reserve for accrued amortization of capital on account of depreciation of equipment not on the streets and used jointly with the Brooklyn and North River R. R. Co., but, thus far the amounts so credited cover only the proportion chargeable to the Brooklyn and North River R. R. Co. under their joint agreement. Total depreciation was computed at the rate of 5 per cent annually on \$13,061.93 (the cost of such equipment, Dec. 10, 1913); the amount of depreciation being apportionable among joint users on basis of ton-mileage served by this equipment. Total amount charged to Brooklyn and North River R. R. Co., and credited to reserve, for period Dec. 10, 1913 to June 30, 1916, \$536.48.

In capitalisation cases 1550 and 1802 the Commission's orders required that the company create and maintain a fund to amortize the property that under the terms of the franchise will revert to the city and the cost of the intangibles that will cease to have value upon its expiration, July 10, 1937. Up to June 30, 1916, the capital expenditures approved and ordered to be amortized, totaled \$237,756.43, whereof \$152,211.45 represents property on public streets, revertible to the city, and \$85,544.98 intangibles that will have no value upon the expiration of the franchise. The amortization provisions required by these orders aggregate about \$5,980 to be set aside annually plus 4½ per cent on all prior payments or accretions. In compliance therewith, the company has, up to June 30, 1916, reserved \$13,533.22, crediting a special account under Accrued amortization of capital and concurrently charging operating expenses (General amortization). Under its contract for the joint use of track, etc., the Brooklyn and North River R. R. Co. is chargeable with a proportion of this amortization, its payments on this account totaled, \$3,947.64, as of June 30, 1916.

Power Bought, Sold or Exchanged.— Bought from Edison Electric Illuminating Co. of Brooklyn, 1,887,400 kw. hrs. D. C., at average price of 1.311 cents per kw. hr., \$24,745.43; additional charge for rotary converter at Jay street substation, \$1,200; total, \$25,945.43; of which chargeable to Brooklyn and North River R. R. Co. on ton-mileage basis for power and rotary (577,858 kw. hrs.), \$7,901.20. Bought from Brooklyn and North River R. R. Co. and used on Manhattan bridge, 29,968 kw. hrs. D. C., at 1.596 cents, \$478.29. Total amount charged to "Power purchased," \$18,522.52.

Joint Facilities.— Charges to The Brooklyn and North River R. R. Co., based on proportion of ton-mileage on Flatbush avenue extension, credited to the following accounts: Rent of equipment (rotary and snow sweeper), \$238.47; rent of tracks and terminals, for tracks (overhead line, etc., Flatbush avenue extension), \$3,911.22; joint way and structures, \$1,961.46; maintaining joint equipment Cr., (rotary and snow sweeper), \$38.93; power purchased, \$7,901.20; joint operation of cars (switchman), \$374.64; joint general expense (insurance, amortization of property on streets, etc., organization and engineering), \$2,004.97; taxes (special franchise, \$614.13; state franchise, \$35.79; City of New York, \$126.46); total, \$776.38; accrued amortization of capital, depreciation fund, sweeper and rotary, \$199.28; total charges for year under joint arrangement, \$17,406.55.

Manhattan Bridge Three Cent Line

Taxes

Class of Taxes	Amount of levy	Charged to income	Amount paid	Due and unpaid
Real estate.....	\$1,622 40	¹⁰ \$1,558 41	\$1,526 40	.....
Special franchise.....	2,141 59	¹¹ 1,907 44	2,247 87	.....
Personal property.....	520 00	567 27	520 00	.....
Bridge tolls.....	5,073 80	5,073 80	5,398 30	.....
Use of terminals.....	1,340 46	1,191 28	448 08	.....
Percentage, gross receipts (city).....	4,206 02	4,206 02	4,206 02	.....
Gross earnings (state).....	1,286 70	1,286 70	1,387 50	.....
Dividends (state).....	67 50	67 50	239 31	.....
Federal income.....	274 88	274 88	274 88	.....
Total.....	\$16,533 35	\$16,133 30	\$16,248 36	.....

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically-Operated Surface Line, Overhead Trolley

NAME OF STREET	First track	Second track	Sidings and turnouts	All running track	Increase or (D) decrease
<i>Road owned by respondent under limited term franchise</i>					
Flatbush avenue extension, from Nassau street, along Flatbush avenue to Fulton street, all in the Borough of Brooklyn ¹².....	.748	.748	.....	1.496	.....
Bridge street section, on Bridge street, from a point on Flatbush avenue extension to a point on Concord street, all in the Borough of Brooklyn ¹³.....	.047	.047	.....	.094	.....
Total owned.....	.795	.795	.....	1.590	.....
<i>Road occupied under trackage rights from City of New York</i>					
Manhattan Bridge, from Bowery, Manhattan borough, between Bayard and Canal streets, to and over Manhattan Bridge to Nassau street — Borough of Brooklyn.....	1.222	1.224	.....	2.446	D .527
Total track maintained.....	2.017	2.019	.....	4.036	D .527
Track in car houses, shops and yards, 0.310 miles					

Details of Track, Roadway, and Electric Line Construction

Items	Added during year	Removed during year	At close of year
Ties:			
Number of wood ties, untreated.....	.....	.....	5,328
Miles of track laid on ties.....	.....	.....	1.900
Rail (miles of track):			
105-lb., 60-foot, Loraine steel, 7-inch Trilby.....	.....	.008	1.328
40-lb. relaying T rail in car house.....	.....	.....	.161
Special work from main line to car house.....	.....	.....	.093
Special work, crossovers in Flatbush avenue extension.....	.....	.....	.132
110-lb. guard rail.....	.....	.....	.178
126-lb. guard rail.....	¹⁴ .008	.....	.008
Rail joints: Bolted plates (miles of track).....	.....	.....	1.900

¹⁰ Includes \$70.94, taxes on 108 Prince street, Brooklyn; charged to non-operating income.¹¹ Excludes \$305, portion of special franchise tax chargeable to Brooklyn and North River R. R. Co., under joint arrangement.¹² The Brooklyn & North River Railroad Company also uses these tracks.¹³ Not used by respondent, but by Brooklyn & North River.¹⁴ Cost, \$979.90, charged to fixed capital.

Manhattan Bridge Three Cent Line

Details of Track, Roadway, and Electric Line Construction — Concluded

Items	Added during year	Removed during year	At close of year
Rail bonds (miles of track):			
6-inch 4/0 bonds, 1/4-inch terminal.....	1.441
32-inch 4/0 bonds, 1/4-inch terminal.....184
8-inch 1/0 bonds, 1/4-inch terminal.....161
Cable, 500,000 C. M.....058
Average distance between cross-bonds.....
Paving: Granite block (single track miles).....735
Poles: Total number.....	69
Whereof wood, untreated.....	28
Whereof iron.....	41
Overhead construction (miles of line):			
Span wire.....494
Center pole.....	1.368
Trolley wire (miles): 2/0 copper.....201	3.942
Underground conduit (miles of line): Terra cotta and fire clay.....671
Underground conduit (duct miles): Terra cotta and fire clay..	2.686
Transmission cables (miles):			
Underground (voltage 550).....038
Overhead (voltage 550).....114
Distribution cables (miles):			
Underground (voltage 550), 1,000,000 C. M. 4/32.....043	.7023
Overhead (voltage 550):			
300,000 C. M. 3/32 lead.....0417
500,000 C. M. waterproof cable.....1746
250,000 C. M. waterproof cable.....0754

Track Structures.— None.

Cars.— Total number of revenue passenger cars (closed) 25. (For details, see Table II.)

Power Plant Equipment.— This company owns no sub-station or power plant, except one rotary converter operated by the Edison Electric Illuminating Co. of Brooklyn.

Miscellaneous.— One repair shop, one car house for service, one office building and two passenger stations.

Miles of private telephone line owned and operated, 2,108. No signal system is used.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Total number of revenue passengers carried, 4,908,477 (whereof 3-cent, 216,261; 2 1/2-cent, 4,692,216); free, 29,031. Passenger car miles, 408,603 (active, 408,060; idle, 543).

Car-seat Miles.— 19,586,880. *Car Hours.*— 53,551. (For details of traffic statistics, see Tables V-VIII).

Power.— See Table IV.

Accidents.— Persons sustaining serious injuries, 1; total amount paid during the year on account of injuries and damages sustained during the year, \$28.18; during prior years, \$2,253.70. For details of accidents, see Tables X and XI.

Employees and Wages.— See Table XII.

Officers.— President, Frederick W. Rowe; First Vice-President, Frederick D. MacKay; Second Vice-President, Chas. Jerome Edwards; Secretary, Walter Hammitt; Treasurer, Edward T. Horwill; Auditor, J. Lee Nicholson & Co.; General Counsel, Latson and Tamblyn; General Superintendent, John M. Johnson.

Directors.— Andrew D. Baird, John C. Brackenridge, Walter Hammitt, Edward T. Horwill, Charles J. Edwards, Simon J. Harding, Stanley P. Jadwin, William F. Neu, Thomas P. Peters, Frederick W. Rowe, Frank H. Tyler, C. C. Tompkins, Alexander McKinney, Fred D. MacKay and George Wm. A. Rasch.

Main Business Office.— 333 Gold street, Brooklyn, N. Y.

Report verified by Frederick W. Rowe, President, September 26, 1916.

MANHATTAN RAILWAY COMPANY

LESSOR

*History.*¹—[Incorporated December 29, 1875 under the Rapid Transit Act; corporate life, 99 years from November 1, 1875.] Leased to the Interborough Rapid Transit Company for a 999-year term expiring November 1, 2874.

[*Terms of Lease.*—The principal provisions of the lease to the Interborough Rapid Transit Company, dated January 1, 1903, on file with the Commission, are as follows: The Lessee agrees (1) to operate, maintain and preserve the railroads in good condition and repair at its own expense; (2) to keep all insurable property insured and to replace all property destroyed or deteriorated by fire or otherwise; (3) to pay as rent an amount equal to 7 per cent on the outstanding capital stock and interest on outstanding bonds of the lessor and the underlying companies, and also interest on all bonds which may hereafter be issued by the lessor under the terms of the lease, together with \$10,000 per annum in cash (an agreement dated March 15, 1913, provided for an additional payment of \$25,000 per annum to meet the additional expenses incurred by the lessor on account of its acceptance of a certificate for additional tracks); also to pay as rent all taxes, assessments and charges levied on the lessor's property and all rentals payable by the lessor; (4) to deposit with a trustee the sum of \$4,000,000 as a guarantee for the performance of all covenants in the lease.² (5) At the expiration or sooner termination of the lease to return to the lessor the railroads and properties delivered to the lessee, including all property acquired out of the proceeds of sale of stock, bonds or property of the lessor in as good order and condition as when same came into the possession of the lessee, excepting such property of the lessor as may be sold in accordance with the provisions of the lease, and to deliver to the lessor all rolling stock, equipment, machinery, tools, furniture and other like property equal in value to similar property received by the lessee from the lessor; also to deliver to the lessor upon the payment of the reasonable value thereof all property, extensions, additions and equipments made or furnished by the lessee out of its own funds otherwise than as provided for by the lease and any real estate acquired and paid for by the lessee for use in connection with said railroads and property. It is further mutually agreed; (1) that all moneys derived from the sale of stock, bonds or property of the lessor and other credits shall be expended only for completing the construction and equipment of the railroads, payment of the cost of additions, extensions and equipment of the railroads and other purposes set forth in the lease and that the lessor will at the request of the lessee issue for such purposes a new series of 4 per cent bonds to the par value of \$5,409,000; (2) that, in case of any disagreement between the lessee and the lessor concerning the performance of any of the conditions of the lease, or concerning the rights of either party under the provisions of the lease, such disagreements shall be submitted to arbitration in the manner provided for in the lease; (3) that lessee shall have the right from time to time to sell and otherwise dispose of all rolling stock and other personal property which shall not be required for further use in the construction, maintenance and operation of the railroads of the lessor, and to apply the proceeds realized from the sale to the purchase of real or personal property, and the construction of additions, improvements and equipments of the railroad; and properties of the lessor, other than for maintenance and repairs; (4) that lessee may from time to time in its discretion, change, rebuild or duplicate the location or character of the whole or any part of any present or future line or railroad of the lessor, or change the motive power thereof, provided that the proposed action of the lessee be reasonable and lawful; (5) that the property and franchises leased shall not be sub-let, assigned or encumbered without the consent of the lessor; (6) that in case of default by the lessee in the payment of rent or in the performance of any of the covenants of the lease for a period of 90 days after notice by the lessor or in case the lessee shall fail to comply with any decision of arbitrators for 60 days after notice of such decision then, at the option of the lessor the lease shall expire and the lessor shall take possession of the property, such action not to take away or abridge any other remedy or right existing by law.]

Stockholders and Members.—Total voting powers of all members of the respondent, 599,998, each holder of \$100 par value of capital stock having one vote; total number of stockholders on October 9, 1915, 3,782, of whom 2,407, holding 518,243 shares of stock, resided in New York State. Number of votes cast at last general meeting, November 10, 1915, 418,673; R. N. Gallo-way cast 100 in behalf of himself, 77,983 in behalf of corporate members, and 340,258 in behalf of individual members; George J. Gould, Alvin W. Krech, Starr J. Murphy, Edgar L. Marston

¹ [For corporate history, see (1) investigation by the Hepburn Committee of 1879, (2) by the Assembly Judiciary Committee of 1882 (conduct of Ward and Westbrook in case of New York v. Manhattan Railway Co.), (3) Investigation by P. S. C. in 1907 of Interborough-Metropolitan Co., (4) Case 572, application to issue bonds in 1908, and (5) Documentary History, Annual Report for 1913, vol. V, pp. 646-667. For brief sketch, see Addendum to this abstract.]

² [This deposit has since been returned to the lessee pursuant to a provision of the lease.]

Manhattan Railway Company

and Thomas K. Gale cast 7, 5, 10, 10 and 300, respectively, each in behalf of himself. [On June 30, 1909, the principal stockholders, as reported, were the following: The executors and trustees under the will of Jay Gould, deceased, \$8,140,100; General Education Board, New York City, \$2,813,400; Henry J. Cammann, New York City, \$2,290,000; George P. Butler & Brother, New York City, \$1,441,300; M. Olivia Sage, New York City, \$1,268,900; Day, Adams & Co., New York City, \$1,036,000; J. M. Amory & Son, New York City, \$1,000,000; C. W. McQuoid & Co., New York City, \$998,600; G. P. Morisini (estate), New York City, \$644,000; Henry C. Phipps, \$610,000.] As shown by Exhibit B in the petition (dated November 17, 1913) in Case No. 1762 before the Commission, the amount of stock of petitioner (Manhattan Ry. Co.) held by other corporations was 95,191 shares. The largest corporate holdings were: General Education Board, 20,378; The Rockefeller Foundation, 10,000; Bessemer Investment Co., 6,600; The Rockefeller Institute for Medical Research, 6,356; The University of Chicago, 5,400; The Home Insurance Co., 5,000; The Equitable Life Assurance Society, 3,900; Rhode Island Hospital Trust Co., 2,150; The Mercantile Trust Co., 2,000; The Continental Insurance Co., 2,000.]

Important Changes during the Year.—Manhattan Railway Company consolidated mortgage, 4 per cent bonds in the par value of \$1,000,000 were issued March 1, 1916, in redemption of \$1,000,000 New York Elevated Railroad Company 5 per cent debenture bonds dated March 1, 1886, due and payable March 1, 1916. Manhattan Railway second mortgage 4 per cent bonds in the par value of \$4,523,000, dated June 1, 1913, payable June 1, 2013, were issued February 18, 1916, to discharge amounts due Interborough Rapid Transit Company. Manhattan Railway Company consolidated mortgage 4 per cent bonds in the par value of \$93,000 were redeemed December 31, 1915, from funds on deposit with Central Trust Co. of New York, Trustee. (For physical changes, see report of lessee.)

BALANCE SHEET

June 30, 1915		ASSETS SIDE		June 30, 1916		Increase or (D) decrease	
\$73,734 65	Cash.....			\$99,301 42		\$25,566 77	
97,726 18	Special deposits.....			2,523 37	D	95,202 81	
13,060 94	Accounts receivable.....			14,336 24		1,275 30	
59 71	Interest and dividends receivable.....			58 48	D	1 23	
6,046 90	Other current assets.....			6,157 30		110 40	
50,000 00	Miscellaneous investments.....			50,000 00			
109,169,072 93	"Fixed Capital, Dec. 31, 1908 ".....			109,168,574 18	D	498 75	
	Fixed capital installed since 1908:						
25,107 70	Street railway land.....			25,107 70			
761,541 60	Intangible street railway capital.....			845,647 24		84,105 64	
3,367,456 14	Tangible street railway capital.....			3,255,909 40	D	111,546 74	
113,323,178 37	Total fixed capital.....			113,295,238 58	D	27,939 85	
.....	Unamortized debt discount and expense.			625,353 62		625,353 62	
377,322 73	Interborough R. T. Co., lease account ⁶ .			377,322 73			
<u>\$113,941,129 48</u>	<u>Total.....</u>			<u>\$114,470,291 68</u>		<u>\$529,162 20</u>	
LIABILITIES SIDE							
\$1,421 52	Due associated companies.....			\$532 09	D	\$889 43	
60 00	Miscellaneous accounts payable ⁷			60 00			
10 00	Due for wages and salaries.....			10 00			
40,779,000 00	Funded debt.....			45,209,000 00		4,430,000 00	
4,118,291 96	Owing to lessee company for betterments			192,705 73	D	3,925,586 23	
1,809,382 06	Premium on capital stock.....			1,809,382 06			
60,000,000 00	Capital stock.....			60,000,000 00			
7,232,963 94	Corporate surplus.....			7,258,601 80		25,637 86	
<u>\$113,941,129 48</u>	<u>Total.....</u>			<u>\$114,470,291 68</u>		<u>\$529,162 20</u>	

⁴ Represents cost to respondent of \$6,000 of consolidated mortgage bonds and \$388.98 of convertible bond scrip. ⁵ [Consists of discount, \$581,205.50, and expense, \$44,148.12, suffered on issue of \$4,523,000, second mortgage bonds.] ⁶ Represents value of materials, supplies, stationery, office furniture, etc., transferred to Interborough Rapid Transit Co., according to the lease dated January 1, 1903.

⁷ Represents uncollected coupons of Metropolitan Elevated Ry. Co. first mortgage bonds. ⁸ Of this amount, \$6,388.98 is held by or on behalf of the respondent, and \$2,000 represents Metropolitan Elevated Railway first mortgage bonds which have not been presented for redemption and no longer bear interest.

Manhattan Railway Company
Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:	Gross value	Same less depreciation
Real property outside streets and public places.....	\$17,991,819	\$14,853,659
Real property in streets — tangible.....	30,024,095	27,021,685

Assessed valuation for 1916 taxes:	Manhattan Borough	Borough of the Bronx
Real property outside streets and public places.....	\$10,758,500	\$2,540,700
Real property (tangible and intangible) in streets.....	55,869,750	8,517,360

DETAILS OF ASSETS AND LIABILITIES
"Fixed Capital, December 31, 1908"

	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Real estate.....	\$12,618,924 98	.....	\$12,618,924 98
Cost of real estate including sites for main power station and seven sub-stations....	\$2,675,722 01		
Cost of buildings and struc- tures outside of streets, highways, and public places	3,020,730 57		
Main power station building and bulkhead.....	1,381,864 54		
Sub-power station buildings..	493,554 15		
Engines, generators, boilers and all other machinery in power and sub-stations....	5,047,053 71		
Equipment (motor passenger cars, trailer passenger cars, and motor and trailer service cars).....	12,150,574 91	\$498 75	12,150,076 16
Subways.....	1,039,132 58	.....	1,039,132 58
Land damages, including expenses of litigation.	22,230,687 14	.....	22,230,687 14
Foundations, structures, track superstructures, stations, etc., of Second, Third, Sixth and Ninth Avenue Elevated Lines, Boroughs of Manhattan and Bronx, exclusive of items stated separately below.....	35,028,158 84	.....	35,028,158 84
Discount on New York Elevated, Metropolitan Elevated and Manhattan Railway Co. bonds.	6,974,285 00	.....	6,974,285 00
Amount, par value of Metropolitan Elevated Railway Co. capital stock and bonds issued for road built by contract over expenditures for construction as found by Board of Rail- road Commissioners in 1883.....	5,113,309 48	.....	5,113,309 48
Total, exclusive of intangible street rail- way capital.....	\$95,155,072 93	\$498 75	\$95,154,574 18
Intangible street railway capital (cost of lease of New York Elevated R. R. Co., \$6,539,000; of Metropolitan Elevated Ry. Co., \$7,475,000)	14,014,000 00	.....	14,014,000 00
Total.....	\$109,169,072 93	\$498 75	\$109,168,574 18

* Represents sale of N. Y. Elevated R. R. Co. coach.

680 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Manhattan Railway Company
Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR			Total cost to June 30, 1916
	Original capital, additions and betterments	Renewals and replacements	Retired or withdrawn during year (deducted)	
Intangible street railway capital.....	¹⁰ \$84,105 64	.....	.....	\$845,647 24
Street railway land.....	25,107 70
Elevated structures and foundations....	393,220 92
Transmission system.....	47,206 64
Distribution system.....	479,772 77
Shops and car-houses.....	100,128 65
Stations, waiting rooms and miscellaneous buildings.....	¹¹ 12,263 70	.....	.....	473,635 53
Furnaces, boilers and accessories.....	2,364 94
Miscellaneous power plant equipment...	1,830 12
Sub-station equipment.....	¹² \$123,810 44	.....	168,672 03
Shop equipment.....	9,130 40
Revenue cars.....	847,108 90
Electric equipment of cars.....	521,823 17
Other rail equipment.....	15,351 26
Engineering and superintendence.....	7,101 20
Miscellaneous construction expenditures.	188,563 87
Total.....	\$96,369 34	.....	\$123,810 44	\$4,126,664 34

Miscellaneous Investments.— Bond and mortgage of \$35,000 on property at 127 and 129 West 53d street, issued on July 25, 1910, matured on August 1, 1913; actual money cost to respondent and amount at which carried on respondent's books, \$35,000; interest at 4½ per cent, due February and August, accrued in favor of lessee. Bond and mortgage of \$15,000 on property at Stebbins ave., Rogers place, 165th street, and Westchester avenue, issued on November 11, 1912, matured on April 30, 1916; actual money cost to respondent and amount at which carried on respondent's books, \$15,000; interest at 6 per cent, due March and November, accrued in favor of lessee.

Special Deposits.— Sinking fund uninvested: Deposit with Central Trust Company of New York, trustee under the consolidated 4 per cent mortgage of Manhattan Railway Company, \$443.37. Other special deposits: With Central Trust Company of New York, trustee for redemption of Metropolitan Elevated Railway Company's first mortgage 6 per cent bonds due July 1, 1908, \$2,000; with Central Trust Company of New York, balance of proceeds of sale of 69 Greenwich street, New York City, \$80. Total, \$2,523.37.

Securities				
Particulars of Stock and Funded Debt	Consolidated capital stock	Manhattan Ry. Co. consolidated mortgage bonds	Manhattan Ry. Co. second mortgage bonds	Manhattan Ry. Co. convertible bond certificates ¹³
Nominal date of issue...	———	Feb. 26, 1890	June 1, 1913	1899—1899
Date of maturity.....	———	April 1, 1990	June 1, 2013	(¹⁴)
Interest, rate and dates.	———	4%, Apr. & Oct.	4%, June & Dec.	4%, Apr. & Oct.
Denominations.....	1 share = \$100.00	\$1,000 00	\$1,000 00	N. R.
Authorized by company.	60,000,000 00	40,894,000 00	5,409,000 00	\$1,905,035 10
By public authority...	60,000,000 00	¹⁵ 40,894,000 00	4,523,000 00	1,905,035 10
Actually issued.....	60,000,000 00	40,880,000 00	4,523,000 00	1,905,035 10
Issued prior to year.....	60,000,000 00	38,880,000 00	.....	1,905,035 10
Cash realized.....	¹⁶ 31,979,887 50	35,551,425 00	.....	(¹⁴)

¹⁰ Damages to property, \$68,530.70; legal expenses, \$15,574.94.
¹¹ Additional stations, \$8,269.34; additional stairways, \$3,994.36.
¹² Transfer of cost of rotaries heretofore charged to capital expenditures.
¹³ [Convertible into Manhattan Ry. Co. consolidated mortgage bonds at par.]
¹⁴ Issued in payment of dividends and retired at will of company. No cash realized.
¹⁵ [Includes \$14,000 to be issued for the conversion of Manhattan convertible bond certificates.]
¹⁶ Realized from the issue of \$30,000,000 par value of capital stock, the remaining \$30,000,000 of stock being issued in exchange for New York Elevated, Metropolitan Elevated, old Manhattan Railway and Suburban Rapid Transit stocks. (See Addendum)

Manhattan Railway Company

Securities — Concluded

Particulars of Stock and Funded Debt	Consolidated capital stock	Manhattan Ry. Co. consolidated mortgage bonds	Manhattan Ry. Co. second mortgage bonds	Manhattan Ry. Co. convertible bond certificates ¹²
Actually issued during year.....	.....	¹⁷ 1,000,000 00	4,523,000 00	.....
Cash realized.....	.....	¹⁷ 1,000,000 00	¹⁸ 3,980,491 28	.....
Discount.....	.....	.....	581,205 50	.....
Reacquired and retired, etc.....	.....	210,000 00	.....	[1,891,035 10]
Reacquired and held alive Held free.....	.....	6,000 00 6,000 00	.....	388 98 388 98
Actually outstanding ¹⁹ ..	60,000,000 00	²⁰ 40,664,000 00	4,523,000 00	13,611 02
Interest accrued and dividends declared ²¹ ..	4,200,000 00	1,603,996 51	66,839 89	560 00
Interest and dividends paid ²²	4,200,000 00	1,603,996 51	66,839 89	560 00
Market price: Highest, lowest.....	132, 125	93½, 84	No sales	No sales
Trustees under mortgage	.....	Central Trust Co.	The Equitable Trust Co.	N. R.

Reserves.— Premiums on capital stock, \$1,809,382.06, (net premium realized from the sale of 48,000 shares of stock on November 28, 1906.)

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Rents accrued from lease of road and equipment.....	²³ \$5,939,820 32	\$63,740 32
Interest revenues.....	3,920 25	D 5,972 34
Total non-operating revenues.....	\$5,943,740 57	\$57,767 98
Non-operating revenue deductions (salaries, rent, etc.).....	13,282 39	2,267 93
Gross income applicable to corporate and leased properties	\$5,930,458 18	\$55,500 05
Deductions from gross income: Interest on funded debt and debenture stocks.....	1,704,820 32	63,740 32
Net corporate income.....	\$4,225,637 86	D \$8,240 27
Surplus, June 30, 1915.....	7,232,963 94	
Total credits.....	\$11,458,601 80	
Deductions — dividends of 7 per cent on \$60,000,000 con- solidated capital stock.....	4,200,000 00	
Surplus, June 30, 1916.....	\$7,258,601 80	

¹² [Convertible into Manhattan Ry. Co. consolidated mortgage bonds at par.]

¹⁷ [Sold at par to the Interborough Rapid Transit Co., with the proceeds New York Elevated R. R. Co. debenture bonds of like amount, due March 1, 1916, were redeemed.]

¹⁸ Includes accrued interest, \$38,696.78.

¹⁹ [The balance sheet is not in full accord with this schedule since the securities here shown as reacquired and held alive are not deducted from the total amount outstanding as shown in the balance sheet. See also note 20.]

²⁰ Not including \$2,000 Metropolitan Elevated Railway first mortgage bonds, due July 1, 1908, and outstanding June 30, 1916. These bonds are included in funded debt in the balance sheet.

²¹ In addition there was charged to income, \$33,423.92, interest on New York Elevated R. R. Co., debenture bonds, matured March 1, 1916.

²² In addition the company reports as paid \$33,423.92, interest on New York Elevated R. R. Co. debenture bonds, matured March 1, 1916. [The amounts here shown as paid are as reported by the company; however, the lessee company which pays all interest and dividends directly to stockholders, reports the total amount of such payments in 1916 as \$5,859,949.31.]

²³ Represents rental paid by Interborough Rapid Transit Co., consisting of interest accrued and dividends declared on this company's securities (see above schedule), and also of \$35,000 in cash for this company's corporate purposes.

Manhattan Railway Company

For Description of Road and Equipment and Operating Statistics, see report of Interborough Rapid Transit Company, lessee.

Officers.— President, Edgar L. Marston; Vice-President, John H. McClement; Secretary and Treasurer, D. W. McWilliams; Assistant Secretary and Assistant Treasurer, P. V. Trainque; Counsel, Murray, Prentice and Howland.

Directors.— R. M. Gallaway, Edwin Gould, J. D. Rockefeller, Jr., George J. Gould, Starr J. Murphy, Edgar L. Marston, E. G. Snow, E. T. Jeffrey, Jerome D. Greene, J. J. Slocum, William A. Day, A. W. Krech and H. C. Phipps.

Main Business Office.— 165 Broadway, New York City.

Report verified by D. W. McWilliams, Treasurer, September 30, 1916.

ADDENDUM

Corporate history of Manhattan Railway Company, as outlined in the Opinion of the Commission in Case No. 572 (P. S. C. Reports, vol. I, p. 209):

The Manhattan Railway Company was organized December 29, 1875, under the Rapid Transit Act, chapter 606 of that year, with a capital stock of \$2,000,000. Its routes were adopted September 2, 1875, by the Commission appointed under that Act by the Mayor and approved by the Common Council September 7, 1875, and by the General Term August 15, 1876. The routes fixed by the commissioners covered in part the routes of the New York Elevated Railroad Company and the Metropolitan Elevated Railway Company. These roads were later taken into the Manhattan Railway Company through leases and surrender of stock to it under the provisions of section 79 of the Railroad Law and of chapter 254 of the Laws of 1867, which antedated the Railroad Law. The New York Elevated Railroad Company was so merged February 3, 1890. The Metropolitan Elevated Railway Company was so merged May 7, 1894, and the Suburban Rapid Transit Company, whose routes were north of the Harlem river, was merged with the Manhattan Railway Company by certificate filed June 30, 1891.

With reference to these roads, it may be sufficient to say for the purpose of reference that the New York Elevated Railroad Company was organized in October, 1871, under the Railroad Act of 1850, and succeeded in December, 1871, by foreclosure of mortgage to the rights of the West Side and Yonkers Patent Railway Company, organized June 25, 1866, under Laws of 1863, chapter 697, Laws of 1867, chapter 489, Laws of 1868, chapter 855, and that the route of this company was substantially the route of the present Ninth Avenue and Third Avenue Elevated Railroad; that the Metropolitan Elevated Railway Company began as the Gilbert Elevated Railway Company, organized under Laws of 1872, chapter 885, 1873, chapter 837, and 1874, chapter 275; that its name was changed to Metropolitan Elevated Railway Company, by order of the Supreme Court, Special Term, June 6, 1878, and that its route was that covered substantially by the Sixth Avenue and Second Avenue Elevated Road; that the Suburban Rapid Transit Company was incorporated in May, 1880, under the Rapid Transit Act of 1875, chapter 606, and took by lease and merger under the provisions of chapter 254, Laws of 1867, two railroads with authorized routes north of the Harlem river, both known as the New York, Fordham & Bronx Railway Company, one organized November 30, 1883, under chapter 140 of the Laws of 1850, and the other organized under the Rapid Transit Act of 1875, chapter 606, and that the Suburban Rapid Transit Company was leased to the Manhattan Railway Company April 1, 1891.

On May 20, 1879, the Manhattan Railway Company took leases of the New York Elevated Railroad Company and the Metropolitan Elevated Railway Company, in pursuance of which it assumed to the extent of \$8,500,000 of principal the bonds of each of the said companies, and agreed to pay the interest of said bonds and 10 per cent upon the stock issue of each of such companies to the amount of \$6,500,000. The relations of the three companies continued to be more or less complicated, but finally under an agreement bearing date August 1, 1884, the stock of the two elevated railroad companies was exchanged for stock of the Manhattan Railway Company, and the stock of the Manhattan Company became \$26,000,000, of which 120 shares of Manhattan stock represented each 100 shares of New York Elevated Railroad stock; 110 shares of Manhattan stock represented every 100 shares of Metropolitan stock, and the remaining \$11,050,000 of the capital stock of the Manhattan company represented the \$13,000,000 of common stock of the Manhattan company. This \$26,000,000 of issued stock was known as consolidated stock under the terms of that agreement.

At the time when the lease was made by the Suburban Rapid Transit Company to the Manhattan Railway Company, and the agreement for the surrender of the stock of the Suburban in exchange for stock of the Manhattan company was made, the stock of the Manhattan company was increased to \$30,000,000, the \$4,000,000 increase representing \$4,000,000 of stock of the Suburban company which was to be taken over.

THE MARINE RAILWAY COMPANY

Organized February 27, 1878, under the General Railroad Law of 1850, as amended and supplemented.

The Manhattan Beach Company, 192 Broadway, controls the respondent through ownership of a majority of the stock.

Stockholders and Members.—Total voting power of all members of the company, 500, each holder of \$100 par value of capital stock having one vote; total number of stockholders December 12, 1915, 8, of whom 4, holding 20 votes, were resident in New York State; total votes cast at the last general meeting, December 14, 1915, 495, whereof Austin Corbin and D. S. Voorhees, attorneys, cast 465 votes on behalf of The Manhattan Beach Co., and W. G. Bosworth, M. A. Smith, D. S. Voorhees, Austin Corbin, J. K. O. Sherwood and Fred Cook, cast 5 votes each, on behalf of themselves.

Important Changes during the Year.—Corbin Edgell was elected vice-president, Feb. 8, 1916, in place of Geo. S. Edgell, deceased. No new powers or franchises were acquired.

BALANCE SHEET

June 30, 1915		June 30, 1916	Increase or (D) decrease
ASSETS SIDE			
\$14 87	Cash.....	\$297 48	\$282 61
7,684 83	Accounts receivable.....	2,445 69	D 5,239 14
.....	Advances to associated companies.....	5,483 50	5,483 50
162 72	Prepayments (insurance).....	.....	D 162 72
84,279 81	Corporate deficit.....	83,779 31	D 500 00
<u>\$92,141 73</u>	<u>Total.....</u>	<u>\$92,005 98</u>	<u>D \$135 75</u>
LIABILITIES SIDE			
\$37 56	Taxes accrued.....	\$37 56	.....
100 00	Rent accrued for lease of road.....	100 00	.....
41,446 58	Miscellaneous accounts payable ¹	41,673 02	\$226 44
557 59	Due for wages and salaries.....	195 40	D 362 19
50,000 00	Common stock.....	50,000 00	.....
<u>\$92,141 73</u>	<u>Total.....</u>	<u>\$92,005 98</u>	<u>D \$135 75</u>

Stocks.—Authorized, 500 shares of \$100 par value each; amount issued, 500 shares of a par value of \$50,000; cash realized, \$50,000; amount outstanding June 30, 1916, \$50,000; none held by or on behalf of respondent; no dividends declared or paid during the year; dividends matured and unpaid, none.

Taxes Accrued.—See schedule supporting Income Statement.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue: Transportation (passenger).....	\$6,523 45	D \$130 55
Operating expenses: Maintenance of equipment, \$320.51; power, \$4,459.89; operation of cars, \$4,244.94; general expenses, \$984.23	\$10,009 57	\$882 71
Taxes accrued.....	33 27	D 1 27
Total revenue deductions.....	\$10,042 84	\$881 44
Gross loss applicable to corporate and leased properties.....	\$3,519 39	\$1,030 05
Deduction from gross income: Rent of tracks, etc., Long Island R. R. Co.....	1,200 00	.....
Net corporate loss ²	\$4,719 39	\$1,030 05

¹ Returned by the company under Other unfunded debt; includes \$40,971.85, due Manhattan Beach Hotel & Land Co. of which \$2,875.70 is a special account.

² The 1915 figures with which comparison is here made included other operating revenue (advertising privileges), \$45.60

³ A contract exists between this company and the Manhattan Beach Estates, wherein the Manhattan Beach Estates agrees to contribute \$500 toward operating expenses, and to pay any excess of operating expenses over income; any excess of income over operating expenses to go to Manhattan Beach Estates as rental for right of way across its property.

The Marine Railway Company
INCOME STATEMENT — Concluded

	Net amount for year
Deficit, June 30, 1915.....	\$84,279 31
Total.....	\$88,998 70
Credit, contribution of Manhattan Beach Estate ¹	5,219 39
Deficit, June 30, 1916.....	\$83,779 31

Operating Revenues.— For details, see Table XIII.

Operating Expenses.— For details, see Table XIV.

Power Bought, Sold or Exchanged.— Bought from Edison Electric Illuminating Co., A. C. 88,893 kw. hrs. at 3.6 cents per kw. hr., \$3,188.89, charged to operating expenses.

Taxes.— Levied, charged to income and paid during year, State tax on gross earnings, \$33.27.

DESCRIPTION OF ROAD AND EQUIPMENT

*Road and Trackage.*⁴— Electric storage battery surface line; right of way (all private) is leased: runs from Manhattan Beach to Sheepshead Bay, 1.360 miles of first track and .788 mile of second track; total length of running track, 2.148.

Ballast.— Sand and gravel.

Ties.— Number, wooden untreated, 1,913; treated, 2,624; miles of track laid on ties, 2.148.

Rail (miles of track).— Steel, 4½ inch, 50- and 80-pound tee, 906; 9-inch, 90-pound tee, 1.242.

Rail Joints.— (Bolted plates), 2.148 miles.

Paving.— Belgian block, 1.300 miles.

Cars.— Three closed passenger cars (storage battery) with a total seating capacity of 72, and one sweeper, held under lease from Manhattan Beach Estates. (For details, see Table II.)

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 130,469 fares, all 5-cent. *Car Miles.*— 67,083. *Car-Seat Miles.*— 1,610,000. *Car Hours.*— 11,298. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— None; payments, none.

Employees and Wages.— See Table XII.

Officers.— President, Austin Corbin; Vice-President, Corbin Edgell; Secretary and Assistant Treasurer, D. S. Voorhees; Treasurer, M. A. Smith; Superintendent, John Nagel; Counsel, R. D. Murray.

Directors.— Corbin Edgell, Austin Corbin, J. K. O. Sherwood, W. G. Bosworth, M. A. Smith, Fred Cook, D. S. Voorhees.

Main Business Office.— 192 Broadway, New York City.

Report verified by M. A. Smith, Treasurer, September 12, 1916.

MID CROSSTOWN RAILWAY COMPANY, INC.

History.— Incorporated February 14, 1912, under sections 9 and 10 of the Stock Corporation Law, as a reorganization of the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, foreclosed under mortgage. [The original company formed to operate this property was the Twenty-eighth and Thirtieth Streets Railroad Company, organized April 24, 1884, which later changed its name to The Twenty-eighth and Twenty-ninth Streets Railroad Company. On September 30, 1896, the property and franchises were sold under foreclosure proceedings to Charles W. Truslow and transferred by him to the Twenty-eighth and Twenty-ninth Streets Crosstown Railroad Company, organized the same day. Operation of the road was assumed by Joseph B. Mayer, as receiver, on October 1, 1908. The property was sold by Newell Martin.

¹ A contract exists between this company and the Manhattan Beach Estates, wherein the Manhattan Beach Estates agrees to contribute \$500 toward operating expenses, and to pay any excess of operating expenses over income; any excess of income over operating expenses to go to Manhattan Beach Estates as rental for right of way across its property.

⁴ Leased from The Manhattan Beach Estates, 1.3 miles; from Long Island R. R. Co., .848 of a mile.

Mid Crosstown Railway Company, Inc.

referee, to a committee of bondholders on January 4, 1912, and on May 10, 1912, the committee transferred it to the Mid-Crosstown Railway Company, Inc., which it organized. The Third Avenue Railway Company, as agent for the bondholders, carried on the business of the road until April 17, 1914, when the new company took possession and began operation.¹

The Third Avenue Railway Company on April 17, 1914, acquired all of the capital stock of the Mid-Crosstown Railway Company, Inc., the purchase having been authorized by the Commission in an order dated January 23, 1914 (Case No. 1714).

Stockholders and Members.—Total voting power of all members of the company, 1,500, each holder of \$100 par value of capital stock having one vote. On June 30, 1916, there were 10 members of the respondent, all residents of New York State. Stock control of this company is held by Third Avenue Railway Company, through ownership of 1,491 shares.² This stock is held by the Central Trust Company of New York as trustee under the first refunding mortgage of Third Avenue Railway Company. Total votes cast at the last general meeting, January 10, 1916, 1,499, all cast by E. A. Maher, one in his own behalf, 7 in behalf of individual members, and 1,491 in behalf of Third Avenue Railway Company.

Important Changes during the Year.—No additional rights or franchises were acquired. Installation of special work during the year resulted in an addition of .063 miles of sidings and turnouts.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$1,215 90	Cash.....	\$3,071 82	\$1,855 92
5,274 87	Special deposits.....	4,918 13	D 356 74
70 80	Interest and dividends receivable.....	70 70	D 10
5,000 00	Miscellaneous investments.....	5,000 00	.....
	Fixed capital installed since 1908:		
25,751 15	Street railway land.....	25,751 15	.....
7,000 00	Intangible street railway capital.....	7,000 00	.....
117,248 85	Tangible street railway capital.....	125,531 48	8,282 63
150,000 00	Total fixed capital—gross.....	158,282 63	8,282 63
7,250 00	Less accrued amortization.....	10,250 00	3,000 00
142,750 00	Total fixed capital—Net.....	148,032 63	5,282 63
7 33	Prepayments.....	113 00	105 67
29,238 26	Corporate deficit.....	66,586 51	37,348 25
<u>\$183,557 16</u>	<u>Total.....</u>	<u>\$227,792 79</u>	<u>\$44,235 63</u>
	LIABILITIES SIDE		
\$3,962 21	Taxes accrued.....	\$3,655 38	D \$306 83
27,241 80	Working advances due associated companies....	68,812 87	41,571 07
1,831 70	Miscellaneous accounts payable.....	4,792 57	2,960 87
431 45	Due for wages and salaries.....	531 97	100 52
90 00	Suspense credit balance.....	.....	D 90 00
150,000 00	Common stock.....	150,000 00	.....
<u>\$183,557 16</u>	<u>Total.....</u>	<u>\$227,792 79</u>	<u>\$44,235 63</u>

Contingent Liabilities.—None.

Valuation of Property for Purposes of Taxation		Gross value	Same less depreciation
Valuation as of June 30, 1916, filed by respondent:			
Real property in streets—tangible.....		\$88,993 00	\$36,397 00
Tangible personal property.....		3,071 00	3,071 00
Assessed valuation for 1916 taxes:			Manhattan valuation
Real property (tangible and intangible) in streets.....			\$44,640 00
Tangible personal property.....			10,000 00

¹ See Documentary History, 1913, Vol. V, pp. 1324–1331 and chart 1; also the opinion of the Commission, denying the company's application to issue stock and bonds to the Third Avenue Railway Company, in Case No. 1507 P. S. C. Reports III, 416–446.

² [The report of the Third Avenue Railway Company shows ownership of 1,500 shares; of these, 9 are held by directors for qualifying purposes].

Mid Crosstown Railway Company, Inc.
Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or with- drawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and re- placements		
Organization.....				\$2,000 00
Other intangible street railway capital...				5,000 00
Right of way.....				25,751 15
Grading.....	\$96 36			10,744 16
Ties.....	22 75			3,677 97
Rails, rail fastenings, and joints.....	263 75			27,096 43
Special work.....	4,796 64			22,466 93
Underground construction.....	24 12			24 12
Track laying and surfacing.....	1,326 26			6,888 54
Paving.....	1,614 90			51,495 48
Distribution system.....	12 36			12 36
Engineering and superintendence.....	125 49			125 49
Interest during construction.....				2,000 00
Miscellaneous construction expenditures.....				1,000 00
Total.....	\$8,282 63			\$158,282 63

Details of Expenditures for Improvements.— Installation of crossover at Eleventh avenue, north of 27th street, \$575.81; installation of single surface track connecting curves at 28th and 29th streets and Third avenue, \$5,201.48; and installation of single track, connecting curve, at 29th street and Tenth avenue, \$2,505.34; total, \$8,282.63.

Miscellaneous Investments.— City of New York, gold exempt corporate stock, date of maturity, March 1, 1964, interest 4½%; par value of amount held and actual money cost to respondent, \$5,000. Income accrued during year, \$212.40. This stock is on deposit with the State Industrial Commission.

Special Deposits.— To pay interest and taxes, \$4,918.13.

Prepayments.— Taxes, \$102; rents, \$11; total, \$113.

Securities.— Common stock, par value, \$100; authorized by company and by public authority, \$150,000; actually issued prior to year, for property of the cash value of the same amount, \$150,000; actually outstanding, \$150,000; no dividends declared during the year.

Bills and Accounts Owing to Associated Companies.— On open account: Third Avenue Railway Co., \$37,782.96; Forty-second St., Manhattanville & St. Nicholas Avenue Railway Co., \$12,301.77; Receiver, Dry Dock, East Broadway and Battery R. R. Co., \$13,508.45; Belt Line Railway Corporation, \$4,062.62; Union Railway Co., \$1,157.07; total, \$68,812.87.

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Accrued Amortization of Capital: Balance June 30, 1915, \$7,250; credits during year at the rate of \$500 per month for six months ending Dec. 31, 1915, \$3,000; balance, June 30, 1916, \$10,250.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue (passenger).....	\$72,755 80	D \$5,644 90
Other operating revenue (advertising privileges).....	540 00	270 00
Total operating revenue.....	\$73,295 80	D \$5,374 90
Operating expenses:		
Maintenance of way and structures.....	\$12,076 91	\$3,616 54
Maintenance of equipment.....	5,909 19	D 1,891 83
Depreciation ¹	3,000 00	D 3,000 00
Power.....	17,765 53	D 591 60
Operation of cars.....	40,183 16	332 94
Injuries to persons and property.....	11,961 28	6,802 76
Other general expenses.....	2,067 01	D 270 96
Total operating expenses.....	\$92,963 08	\$4,997 85

¹ So reported by company. See details under Depreciation.

Mid Crosstown Railway Company, Inc.
INCOME STATEMENT—Concluded

	Net amount for year	Increase or (D) decrease
Taxes accrued.....	\$4,847 91	D \$269 23
Total revenue deductions.....	<u>\$97,810 99</u>	<u>\$4,728 62</u>
Operating loss.....	\$24,515 19	\$10,103 52
Non-operating income: Interest on bank balances, \$74.96; on City of New York gold exempt corporate stock, on deposit with State Industrial Commission, \$212.40; on deposit with Third Avenue Railway to pay interest and taxes, \$106.91.....	394 27	38 22
Gross loss applicable to corporate and leased properties.....	\$24,120 92	\$10,065 30
Deductions from gross income: Hire of equipment, \$13,176.00; miscellaneous rent deductions, \$51.33.....	13,227 33	43 33
Net corporate loss.....	\$37,348 25	\$10,108 63
Deficit June 30, 1915.....	<u>29,238 26</u>	
Deficit June 30, 1916.....	<u>\$66,586 51</u>	

Operating Expenses.— For details, see Table XIV.

Operating Rents Receivable.— Advertising privileges: Income accrued during year from proportion of advertising contract made by the Third Avenue Railway Company with the New York City Car Advertising Co., \$540.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve.

This company has filed no rule to comply with the above. In 1916, the company charged to an account called "Depreciation" \$3,000, at the ratio of \$500 per month for the six months ending December 31, 1915.

Power Purchased.— From Third Avenue Railway Company, 574,415 kw. hrs., A. C., at one cent per kw. hr., \$5,744.15.

Taxes.— Levied and paid during year, \$5,256.74 (gross earnings, city, \$4,262.47; state franchise tax on gross earnings, \$790.27; personal property tax, \$204); charged to income, \$4,847.91 (gross earnings, city, \$4,009.01; state franchise tax on gross earnings, \$736.90; taxes on personal property, \$102); taxes due and unpaid, none.

Miscellaneous Rent Deductions.— Hire of equipment: From Forty-second Street, Manhattanville and St. Nicholas Ave. Ry. Co., rental of 12 storage battery cars, at \$1.50 per car per day, July 1, 1915, to April 30, 1916, \$5,490, and of 10 storage battery cars at the same rate from May 1 to June 30, 1916, \$915; from Dry Dock, East Broadway and Battery R. R. Co., rental of 12 storage-battery cars, at \$1.50 per day, July 1, 1915, to April 30, 1916, \$5,490, and of 14 cars at the same rate from May 1 to June 30, 1916, \$1,281; total, \$13,176.

Miscellaneous: From Department of Docks and Ferries, trackage rights at West 24th street and North River, \$51.33.

⁴ [In Table XIV, this charge is entered under Depreciation of Way and Structure, as the company owns no cars].

Mid Crosstown Railway Company, Inc.
DESCRIPTION OF ROAD AND EQUIPMENT
MILES OF ROAD AND TRACK, JUNE 30, 1916
Storage Battery Surface Lines

NAME OF ROAD OR BRANCH	Road	Second track	Sidings, etc.	All running track	Increase or (D) decrease
<i>Road owned by respondent under title in perpetuity</i>					
29th street, Second avenue to Eleventh avenue.	1.578	.....	.034	1.612	.034
*29th street, First avenue to Second avenue ⁶ ..	0.147	.....	.....	.147	.....
28th street, Second avenue to Eleventh avenue.	1.578	.....	.018	1.596	.018
*28th street, First avenue to Second avenue ⁶ ..	0.151	.....	.....	.151	.....
Eleventh avenue, 29th to 24th street.....	0.220	0.168	.011	.399	.011
24th street, Eleventh avenue to Thirteenth avenue.....	0.121	0.121	.....	0.242	.....
Thirteenth avenue, 24th street to Pennsylvania Railroad ferry.....	0.029	0.024	.....	0.053	.....
*First avenue, 34th street to 28th to 29th streets ⁶	0.286	0.282	0.010	0.528	.....
*First avenue, 28th and 29th streets to 24th streets ⁷	0.197	0.251	.....	0.448	.....
24th street, First avenue to Avenue A.....	0.135	0.135	0.017	0.287	.....
Avenue A, 24th street to 23d street.....	0.051	0.051	0.011	0.113	.....
*23d street, Avenue A to Exterior street ⁸	0.108	0.108	.....	0.216	.....
33d street, First avenue to East river.....	.....	.....	0.175	0.175	.....
Total track owned and maintained ¹¹	3.807	0.577	0.269	4.653	.063
Whereof operated.....	3.621	0.391	0.066	4.078	.063
<i>Road occupied under trackage rights from associated corporations</i>					
Third Avenue Ry. Co.:					
Third avenue, from 28th to 29th streets...	.027	.....	.....	.027	.027

Details of Track and Roadway

	Added during year	Removed during year	At close of year ¹⁰
Ballast: Miles of track laid on concrete construction.....	.063	.....	4.662
Ties:			
Number of wood ties, treated.....	25	.....	25
Number of wood ties, untreated.....	.....	.....	12,144
Miles of track laid on ties.....	.063	.....	4.662
Rail (miles of track):			
9-inch, 107-lb. girder.....	.027	.....	3.864
7-inch, 98-lb. girder.....	.....	.....	.762
7-inch, 116-lb. girder.....	.036	.....	.036
Rail joints (miles of track):			
Bolted plates.....	.063	.....	4.662
Paving (miles of track):			
Wood block.....	.....	.....	.255
Granite block.....	.052	.....	2.133
Asphalt sheet.....	.011	.....	2.274

Cars.— Number of revenue cars, all closed storage-battery, 24 (leased). No non-revenue cars. For details, see Table II.

Miscellaneous.— Number of transfer points at close of year, 7 (all with associated companies).

* Indicates joint ownership or operation. Detail footnotes are given for each item.

⁶ Joint franchise with 23d Street R. R. Co.

⁶ Joint franchise with Belt Line Railway Corporation; Dry Dock, E. B'way & Battery R. R. Co. and 23d Street R. R. Co.; joint operation with Belt Line Ry. Corporation and Dry Dock, E. B'way & Battery R. R. Co.

⁷ Joint franchise with Belt Line Railway Corporation; Dry Dock, E. B'way & Battery R. R. Co., not operated by respondent.

⁸ Joint franchise with 23d Street R. R. Co.; not operated by respondent.

⁹ Represents special work installed.

¹⁰ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.

¹¹ Figures on this line are not totals of the items above, but were computed by the Bureau of Statistics of this Commission.

Mid Crosstown Railway Company, Inc.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 1,455,116 fares, all 5-cent; 926,408 transfers collected. *Car Miles.*— 332,826 passenger, active; 56,958 passenger, idle; total, 389,784; non-revenue, 1,208. *Car-seat Miles.*— 8,457,934. *Car Hours.*— 72,667, active and idle. (For details of traffic statistics, see Tables V-VIII).

Power.— See Table IV.

Accidents.— Persons killed, none; persons seriously injured, 1; minor injuries, 75; total injuries, 76. Total amount paid during year for injuries and damages sustained within the year, \$2,962.23; for those sustained in prior years, \$7,825.73. (For details of accidents, see Table X-XI.)

Employees and Wages.— Statistics of this company have been consolidated with those of all other companies in the Third Avenue Railway System and a combined statement given in Table XII.

Officers.— President, F. W. Whitridge; Vice-President and General Manager, E. A. Maher; Secretary, S. E. Martin; Treasurer, A. D. Sage; Assistant Secretary and Assistant Treasurer, J. F. Feely; Auditor, Reune Martin; Assistant General Manager, E. A. Maher, Jr.

Directors.— F. W. Whitridge, H. Bronner, E. W. Burghard, G. W. Davison, A. Iselin, Jr., E. A. Maher, W. E. Roosevelt, A. W. Scholle, J. H. Seaman.

Main Business Office.— 2396 Third avenue, New York city.

Report verified by E. A. Maher, Vice-President and General Manager, September 29, 1916.

THE NASSAU ELECTRIC RAILROAD COMPANY

History.— Incorporated March 13, 1893.

The following roads have been absorbed by merger: Atlantic Avenue Railroad Company of Brooklyn, incorporated May 1, 1872, merged January 26, 1899; Kings County Electric Railway Company, incorporated November 29, 1892, merged August 1, 1898; Coney Island, Fort Hamilton and Brooklyn Railroad Company, incorporated January 27, 1892, merged August 1, 1898; Union Railroad Company, incorporated June 19, 1884, merged August 1, 1898; The United Railroad Company, incorporated December 27, 1897, merged January 26, 1899.* Jointly with other companies respondent exercises direct control over The Brooklyn and North River Railroad Company, holding 125 out of a total of 1,000 shares, of the capital stock of the latter company.

Stock control of this company is held by the Brooklyn Rapid Transit Company, through the purchase, on February 15, 1899, of a majority of the preferred and common stock.

The Transit Development Company has present possession of the following property of this company by virtue of a lease terminable upon thirty days' notice: Twenty-third street, Seventh avenue, Ninth avenue, Unionville and Canarsie car barns; Stillwell avenue repair shops; Ocean avenue, 23d street and West End terminal storage yards; Third avenue and 39th street power and sub-stations.

Stockholders and Members.— Total voting power of all members of the company, 150,000, each holder of \$100 par value of capital stock having one vote; total number of stockholders, January 17, 1916, 29, of whom 25 holding 149,850 votes resided in New York State. Total votes cast at the last general meeting, February 3, 1916, 149,068½, all cast by T. S. Williams and C. D. Meneely, authorized proxies (148,936½ on behalf of corporate members and 132 on behalf of individual members). The Central Trust Company of New York, as trustee, holds \$8,499,700 par value of common and \$6,361,975 par value of preferred stock.

Important Changes during the Year.— New track built and put in operation: Stillwell avenue, .406 mile single track. Purchased for Employer's Liability Reserve fund investment, \$6,334.46. B. R. T. Co's 5% notes. In May, 1916, special franchise taxes for the years 1911 and 1912 were compromised with the city and state authorities. On August 3, 1915, the company leased to the New York Municipal Railroad Corporation and the New York Consolidated R. R. Co. for 999 years, the use of part of its right of way near Surf avenue, between Avenue Y and the right of way of the New York and Coney Island Railroad. September 18, 1915, agreement with Stillwell-Delehanty-Fortis Co., for construction of swing draw-bridge over Coney Island creek at Stillwell avenue. Agreement dated November 30, 1915, made with City of New York, for removal of snow and ice during season 1915-1916. Permits secured from Commissioner of Bridges, extending time for operation of cars on Williamsburg bridge, under contract of May 21, 1904, to July 7, 1916. H. R. Potts was appointed Acting Assistant Secretary on June 22, 1916.

Franchise acquired April 3, 1916, Eighth avenue, 39th street to Bay Ridge avenue.

* See also Documentary History, in Annual Report, 1913, Vol. V, pp. 722-741.

**The Nassau Electric Railroad Company
BALANCE SHEET**

		ASSETS SIDE			
June 30, 1915	Current assets:		June 30, 1916	Increase or (D) decrease	
\$86,376 05	Cash.....		\$46,231 22	D \$40,114 83	
244,360 07	Special deposits.....		246,837 32	2,477 25	
.....	Bills receivable from Brooklyn & North River R. R. Co., demand.....		15,705 59	15,705 59	
78,774 98	Accounts receivable ¹		63,920 11	D 14,854 87	
46,281 79	Interest and dividends receivable ²		23,852 06	D 22,429 74	
	Miscellaneous investments:				
12,500 00	Stocks of associated companies.....		12,504 50	4 50	
1,783,500 00	Funded debt of associated companies.....		1,783,500 00	.....
20,929 38	Securities of non-associated companies....		20,929 38	.....
92,413 84	Participation certificates in Brooklyn Rapid Transit insurance reserve fund.....		103,119 00	10,705 16	
.....	Brooklyn Rapid Transit Co. notes.....		6,334 46	6,334 46	
32,235,917 90	" Fixed Capital, Dec. 31, 1908 ".....		32,175,922 06	D 59,995 84	
	Fixed Capital installed since 1908:				
120,471 15	Street railway land.....		129,686 38	9,215 23	
7,633 47	Intangible street railway capital.....		7,148 52	D 484 95	
1,151,234 43	Tangible street railway capital.....		1,298,774 63	147,540 20	
33,515,256 95	Total fixed capital — gross.....		33,611,531 59	96,274 64	
³ 299,781 02	Less accrued amortization.....		³ 369,474 55	69,753 53	
33,815,535 93	Total fixed capital — net.....		33,842,057 04	26,521 11	
475,000 00	Advances to Brooklyn Rapid Transit Co....		890,000 00	415,000 00	
42,190 46	Prepayments.....		27,555 73	D 14,634 73	
1,740 25	Suspense.....		30,374 27	28,634 02	
<u>\$36,099,602 75</u>	<u>Total.....</u>		<u>\$36,512,950 67</u>	<u>\$413,347 92</u>	
LIABILITIES SIDE					
	Unfunded debt:				
\$421,413 14	Taxes accrued.....		\$235,568 51	D \$185,844 63	
258,326 45	Due associated companies.....		394,479 36	136,152 91	
63,411 95	Miscellaneous accounts payable.....		106,357 74	42,945 79	
279,897 50	Interest accrued on funded debt.....		279,617 50	D 280 00	
79 52	Due for wages and salaries.....		162 86	83 34	
4,000 00	Other unfunded debt.....		.....	D 4,000 00	
	Funded and other long-term debt:				
14,999,927 50	Mortgage bonds.....		14,999,927 50	.....
4,501,880 24	Certificates of indebtedness.....		4,536,864 81	34,984 57	
	Reserves:				
2,632 80	Sinking fund and other contractual reserves.		3,291 00	658 20	
92,413 84	Casualties and insurance reserves.....		109,245 91	16,832 07	
157,295 96	Other optional reserves.....		382,697 80	225,401 84	
15,000,000 00	Capital stock.....		15,000,000 00	.....
318,323 85	Corporate surplus ⁴		464,787 68	146,413 83	
<u>\$36,099,602 75</u>	<u>Total.....</u>		<u>\$36,512,950 67</u>	<u>\$413,347 92</u>	

Contingent Liabilities.— Disputed franchise taxes of 1907, and interest accrued, \$165,387.06; judgments on appeal, \$27,143.69.

¹ Includes amounts due from associated companies: June 30, 1915, \$57,037.90; June 30, 1916, \$28,469.09.

² Includes the following amounts due from associated companies: Brooklyn Rapid Transit Co., \$23,272.89; New York Consolidated Railroad Co., \$300; total, \$23,572.89.

³ Includes "Contingent Reserve," \$2,441.18.

⁴ On June 30, 1916, the cumulative dividends on the preferred stock were \$260,000 in arrears.

The Nassau Electric Railroad Company
Value of Property for Purposes of Taxation

Valuation as of June 30, 1915, filed by respondent:	Gross value	Same less depreciation
Real property outside streets and public places.....	\$3,376,123 82	\$2,307,753 91
Real property in streets — tangible.....	3,533,468 00	2,305,937 11
Tangible personal property.....	5,053,658 19	5,053,658 19
		Borough of Brooklyn
Assessed valuation for 1916 taxes:		
Real property outside streets and public places.....		\$3,533,000 00
Real property (tangible and intangible) in streets.....		7,134,600 00

DETAILS OF ASSETS AND DEBIT BALANCES
"Fixed Capital, December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Cost of road and equipment.....	\$27,619,734 03	\$56,402 62	\$27,563,331 41
Engineering and superintendence.....	692 66	.....	692 66
Right of way.....	20,643 90	.....	20,643 90
Real estate used in operation of road.....	36,590 55	.....	36,590 55
Track and roadway construction.....	2,090,139 98	.....	2,090,139 98
Electric line construction.....	73,887 21	3,593 22	70,293 99
Buildings and fixtures used in operation of road.....	5,510 20	.....	85,510 20
Power plant equipment.....	267,216 27	.....	267,216 27
Shop tools and machinery.....	2,902 04	.....	2,902 04
Cars.....	963,662 07	.....	963,662 07
Electric equipment of cars.....	942,460 25	.....	942,460 25
Miscellaneous equipment.....	8,064 02	.....	8,064 02
Organisation.....	93,271 05	.....	93,271 05
Interest and discount.....	24,040 08	.....	24,040 08
Miscellaneous.....	7,103 59	.....	7,103 59
Total.....	\$32,235,917 90	\$59,995 84	\$32,175,922 06

Details of Capital Withdrawn.— Cost of road and equipment: Removal of steel smoke stack from Third avenue power station, \$1,237.50; withdrawal of two cross-compound engines and two generators from Third avenue power station, \$42,597.12; withdrawal of four boilers from Third avenue power station, \$12,568; total, \$56,402.62. Electric line construction: Removal of poles at various locations, \$247.32; 1,000,000 C. M. cable feeding, Vanderbilt avenue from central power station, \$3,234.92; cables leading from central power station account of changes in switch-board, \$110.98; total, \$3,593.22; total withdrawals, \$59,995.84.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchises.....	¹ Cr. \$1,237 07	.....	.....	\$2,529 17
Patent rights.....	13 57	.....	.....	13 57
Other intangible street railway capital.....	738 55	.....	.....	4,605 78
Right of way.....	3,596 27	.....	.....	69,680 84
Other street railway land.....	5,618 96	.....	.....	60,005 54
Grading.....	.....	.....	.....	3,974 88
Ballast.....	5 20	.....	.....	259 46
Ties.....	411 91	.....	.....	16,554 54
Rails, rail fastenings, and joints....	2,152 01	.....	.....	59,022 66

¹ Represents transfer of \$536.50 to Other intangible street railway capital, and \$1,200.57 to Suspense, the latter because the franchise to which the expense is applicable has not yet been secured.

The Nassau Electric Railroad Company
Fixed Capital Installed since December 31, 1908 — Concluded

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Special work.....	\$1,059 88	.....	.....	\$24,034 18
Track laying and surfacing.....	1,079 52	.....	.....	86,611 57
Paving.....	3,861 36	.....	.....	230,960 26
Roadway tools.....	10 66	.....	.....	399 19
Bridges, trestles, and culverts.....	42,247 67	.....	.....	43,288 20
Crossings, fences, and signs.....	82 32	.....	.....	1,346 59
Interlocking and other signal appa- ratus.....	.....	.....	.....	6,837 17
Telephone and telegraph lines.....	.....	.....	.....	73 50
Poles and fixtures.....	735 97	.....	.....	8,434 64
Underground conduits.....	739 85	.....	.....	14,042 95
Transmission system.....	753 52	.....	.....	6,088 72
Distribution system.....	6,169 93	.....	.....	120,319 67
Power plant buildings.....	.....	.....	.....	247 39
Shops and car-houses.....	279 90	.....	.....	7,923 94
Stations, waiting rooms, and miscel- laneous buildings.....	241 15	.....	.....	12,034 55
Sub-station equipment.....	283 39	.....	.....	600 14
Shop equipment.....	365 75	.....	.....	1,804 41
Revenue cars.....	²⁰ 199,174 88	.....	.....	553,033 65
Electric equipment of cars.....	²⁰ Cr. 122,909 38	.....	.....	84,575 38
Other rail equipment.....	10,844 71	.....	.....	16,067 99
Injuries during construction.....	.....	.....	.....	17 00
Miscellaneous construction expendi- tures.....	.....	.....	.....	162 00
Total.....	\$156,270 48	.....	.....	\$1,435,609 53

Details of Expenditures for Improvements

To cancel charge in connection with obtaining franchise rights on Atlantic avenue to conform with advice from Public Service Commission.....	Cr. \$1,200 57
Obtaining franchise rights on Eighth avenue line.....	500 00
Expense of bulk-heading at Stillwell avenue.....	2,000 00
Assessment year, 1915; account paving 37th street from Fort Hamilton parkway to Fourteenth avenue, section 16, block 5301, lot 1.....	1,970 15
Settlement in connection with damages to property, 867-869 Union street.....	1,550 00
Sale of two-story frame building located at No. 1002 Rockaway avenue.....	Cr. 500 00
Assessment for year 1916 account acquiring title to Hegeman avenue between East 98th street and New Jersey avenue.....	8,094 17
Award account acquiring title to Hegeman avenue between East 98th street and New Jersey avenue, section 12, block 3634, lot 12.....	Cr. 3,643 32
Paving railroad area.....	1,259 71
Installation of improved paving in Front street between Adams and Fulton streets.....	574 05
Installation of 814 rolled steel in place of cast-iron wheels on car trucks.....	6,458 54
Purchase of 218 pairs frames, journal bolsters, etc.....	16,027 42
Installation of one 250,000 C. M. high tension cable in 52d street, between Third and Fourth avenues.....	747 51
Installation of 91 complete and 304 partial air brake equipments on 395 D. T. cars.....	42,103 59
Converting single truck closed cars Nos. 167 and 168 into one articulated car No. 4900.....	2,280 80
Installation of a device to open doors in emergency on center-entrance surface passenger cars Nos. 5080, 5099.....	1,314 02

²⁰ Includes \$124,213.11 transferred from Electric equipment of cars to Revenue cars.

The Nassau Electric Railroad Company

Details of Expenditures for Improvements — Concluded

Installation of 7-inch, 105-lb. groove girder rail, etc., in place of 8½-inch, 90-lb. tram girder rail in Seventh avenue between 14th and 20th streets.....	\$583 04
Purchase of five snow sweepers, Nos. 9837 to 9841, inclusive.....	10,812 30
Installation of new 7-inch, 105-lb. groove rail, etc., in place of 8½-inch, 90-lb. tram girder rail, etc., in Bergen street between Nostrand and Kingston avenues.....	1,668 17
Installation of improved paving in Washington street between High and Concord streets.....	594 20
Installation of buffer shields on 885 surface passenger and 15 miscellaneous cars.....	7,874 00
Construction of double track swing draw bridge over Coney Island creek within the lines of Stillwell avenue.....	44,531 83
Construction of a shop pit track in rear of Canarsie surface shop.....	799 11
Installation of two 500,000 C. M. submarine cables across Coney Island creek at Stillwell avenue bridge.....	2,500 79
Installation of standard right-hand crossover in Marcy avenue between Quincy street and Gates avenue.....	1,704 91
Installation of two 500,000 C. M. wires in Sheephead Bay road and Neptune avenue from Coney Island sub-station to Stillwell avenue.....	1,064 77
Minor projects (less than \$500.00).....	4,601 19
Total.....	\$156,270 48

Franchises Acquired during the Year.— To operate an extension upon and along Eighth avenue from 39th street to Bay Ridge avenue, Borough of Brooklyn, granted to respondent by the City of New York, April 3, 1916, for term of 25 years. Actual money cost to respondent and amount at which carried on balance sheet, \$500.

Patent Rights Acquired during the Year.— Improved method of fastening hard center plates in special work,— cost, \$13.57. Date of acquisition, March 9, 1916; term, 17 years.

Equipment Retired during the Year.— Two single truck closed cars with two Dupont trucks and four W. H. 68 motors reconstructed into one car; six boilers from Third avenue power station, value of four, \$12,568 (two will be decapitalized in 1917); two steam engines and two generators, \$42,597.12; 1,649 Empire car fenders; 1 set H. B. and 5 sets Hapwood wheel guards.

Miscellaneous Investments

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Free investments</i> ⁶				
Sea Beach Ry Co. 4%, 20-yr. cons. mtg. bonds, 1896.....	⁷ \$22,500 00	⁸	\$22,500 00	\$900 00
B. R. T. 4%, 100-yr. reldg. mtg. bonds, 1902.....	1,761,000 00	⁹	1,761,000 00	70,440 00
The Brooklyn & North River R. R. Co. capital stock.....	12,500 00	\$12,504 50	12,504 50	.....
Brooklyn Rapid Transit 4½% participation certificates in insurance reserve fund.....	103,119 00	—	103,119 00	¹⁰ 4,158 59
B. R. T. Co. 5% demand notes ¹¹	6,334 46	6,334 46	6,334 46	¹⁰ 169 05

⁶ See notes 7 and 9.

⁷ Includes \$22,000 par value deposited with Central Trust Co., trustee, pursuant to an agreement dated January 13, 1914, releasing certain lands covered by Atlantic Avenue improvement mortgage.

⁸ Contribution made by Nelson & Mann to cover all claims against Sea Beach Railway Co.

⁹ Accepted in lieu of Nassau Electric Railroad Co. 1st consolidated bonds, like amount, \$29,000 (\$15,000 deposited with City of New York on account of Livingston street franchise); accepted in lieu of \$650,000 Sea Beach Railway Co. stock and \$35,400 Coney Island and Gravesend Railway Co. stock, \$700,000 (these bonds hypothecated as security to Nassau Electric Railroad Co. consolidated mortgage bond, dated June 30, 1898, and deposited with Guaranty Trust Co., trustee); accepted in lieu of Nassau Electric Railroad Co. 1st consolidated bonds issued to retire \$250,000 Brooklyn, Bath and West End Railroad Co. bonds, \$250,000; accepted in lieu of Nassau Electric Railroad Co. 1st consolidated bonds issued to retire \$730,000 of Atlantic Avenue Railroad Co. first mortgage bonds, \$730,000; accepted in lieu of Nassau Electric Railroad Co. 1st consolidated bonds issued to retire \$52,000 Brooklyn, Bath and West End Railroad Co. second mortgage bonds, \$52,000; total, \$1,761,000.

¹⁰ Interest credited to the reserve account direct instead of to income account.

¹¹ Employees liability reserve investment.

The Nassau Electric Railroad Company
Miscellaneous Investments — Concluded

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Bound investments</i>				
New York City 4% corporate stock, due 1959.....	\$1,000 00	\$1,000 00	\$1,000 00	\$60 00
New York City 4% corporate stock, due 1957.....	\$500 00	501 88	501 88	
New York City 4½% corporate stock, due 1960.....	\$19,000 00	19,427 50	19,427 50	807 50
Total.....	\$1,925,953 46	————	\$1,926,387 34	\$76,535 14

*Advances to Associated Companies.*¹⁴— Brooklyn Rapid Transit Co.: Amount at beginning of year, \$475,000; advanced during year, \$525,000; reimbursed during year, \$110,000; balance June 30, 1916, \$890,000; interest accrued during year at 5 per cent, \$42,802.07; received, \$30,180.86.

Special Deposits.— Coupon, \$238,730; deposit for liability under State Workmen's Compensation Act, \$1,809; Hamilton Trust Co., trustee, Nassau Electric Railroad Co., first mortgage, \$3,541.07; Eighth Avenue Guaranty Deposit, \$2,500; Central Trust Co., trustee, improvement mortgage, \$257.25; total, \$246,837.32.

Prepayments.— Taxes (car license), \$9,955; insurance, \$17,179.92; interest on special franchise taxes of 1908–1910, \$322.48; sundries, \$98.33; total, \$27,555.73.

Suspense.— South 5th street franchise, \$134.18; Atlantic avenue suspense, \$1,346.29; Stillwell Avenue line suspense, \$27,287.73; accounts in litigation, \$1,606.07, total, \$30,374.27.

DETAILS OF LIABILITIES AND CREDIT BALANCES

Particulars of Stock and Funded Debt	Securities		Nassau Electric consolidated mortgage bonds	Nassau Electric first mortgage bonds
	Preferred stock	Common stock		
Nominal date of issue...	————	————	June, 1898	April, 1894
Date of maturity.....	————	————	1951	1944
Interest, rate and dates.	————	————	4%, Jan. & July	5%, Apr. & Oct.
Denominations.....	1 share = \$100	1 share = \$100	\$1,000	\$1,000
Authorized by company.	\$6,500,000	\$8,500,000	\$15,000,000	\$6,000,000
By public authority...	6,500,000	8,500,000	11,508,000	5,550,000
Actually issued.....	6,500,000	8,500,000	11,508,000	5,500,000
Issued prior to year.....	6,500,000	8,500,000	11,508,000	5,500,000
Cash realized.....	.....	.....	40	.....
Property consideration	\$6,500,000	\$8,500,000	\$11,507,960	\$5,500,000

¹² Deposited with City of New York on account of Fourth avenue loop and Georgia avenue franchises.

¹³ Deposited with State Workmen's Compensation Commission (together with \$1,809 cash) to secure liability under Workmen's Compensation Act.

¹⁴ In addition there are included under Accounts receivable, as shown in the balance sheet, amounts due from associated companies, as follows: Brooklyn Heights Rd. Co., \$4,743.85; Brooklyn, Queens County & Suburban Rd. Co., \$1,410; Coney Island & Gravesend Ry. Co., \$147.00; Coney Island & Brooklyn Rd. Co., \$247.76; New York Consolidated Rd. Co., \$4,241.89; South Brooklyn Ry. Co., \$5,488.84; Transit Development Co., \$8; Brooklyn Rapid Transit Co., \$8,621.18; Brooklyn & North River Rd. Co., \$3,560.48; total \$28,469.09.

¹⁵ Disposition of Nassau Electric Railroad Company's stocks: \$6,500,000 preferred stock and \$2,500,000 common stock issued in part payment of first mortgage Nassau 5% bonds, \$4,840,000; improvement mortgage Atlantic avenue 5% bonds, \$1,280,000; general mortgage Brooklyn, Bath and West End 5% bonds, \$326,960; first mortgage United Railroad 5% bonds, \$300,000; entire capital stock Atlantic Avenue Railroad, \$2,000,000; entire capital stock United Railroad, \$300,000; release of rent to Atlantic Avenue Railroad, \$180,000; debts of Nassau Electric Railroad Co., \$2,395,406.85; debts of Atlantic Avenue Railroad, \$43,596.85.

\$6,000,000 common stock issued on account of constructed road.

Disposition of Nassau Electric Railroad Company's bonds: \$11,507,960 consolidated bonds issued to retire first mortgage Nassau Electric Railroad 5% bonds, \$4,840,000; improvement mortgage Atlantic avenue 5% bonds, \$1,280,000; general mortgage Brooklyn, Bath and West End 5% bonds, \$326,960; first mortgage United Railroad 5% bonds, \$300,000; first mortgage

The Nassau Electric Railroad Company

DETAILS OF LIABILITIES AND CREDIT BALANCES — *Concluded**Securities — Concluded*

Particulars of Stock and Funded Debt	Preferred stock	Common stock	Nassau Electric consolidated mortgage bonds	Nassau Electric first mortgage bonds
Reacquired and retired, etc...				\$4,840,000
Actually outstanding.....	\$6,500,000	\$8,500,000	\$11,508,000	660,000
Interest accrued and divi- dends declared.....	260,000		460,320	83,000
Interest charged to income...			460,320	83,000
Interest and dividends paid..	260,000		460,400	83,050
Interest and dividends not due				8,250
Interest and dividends ma- tured and unpaid.....	¹⁶ 260,000		231,580	300
Trustees under mortgages...			Guaranty Trust Co.	Hamilton Trust Co., Brooklyn
	Atlantic Avenue general mortgage bonds	Atlantic Avenue improvement mortgage bonds	Brooklyn, Bath and West End first mortgage bonds	Brooklyn, Bath and West End gen. mtg. bonds
Nominal date of issue...	April, 1891	Jan., 1894	Dec., 1886	Oct., 1893
Date of maturity.....	1931	1934	1917	1933
Interest, rate and dates..	5%, Apr. & Oct.	5%, Jan. & July	5%, Apr. & Oct.	5%, Apr. & Oct.
Denominations.....	\$1,000	\$1,000	\$1,000	\$1,000
Authorized by company.	3,000,000	1,500,000	250,000	1,000,000
by public authority...	2,241,000	1,500,000	250,000	448,000
Actually issued.....	2,241,000	1,500,000	250,000	448,000
Issued prior to year.....	2,241,000	1,500,000	250,000	448,000
Property consideration	¹⁸ 2,241,000	¹⁸ 1,500,000	¹⁸ 250,000	¹⁸ 448,000
Reacquired and retired, etc.....		1,280,000		327,000
Reacquired and held alive				72 50
held free.....				72 50
Actually outstanding....	2,241,000	220,000	250,000	120,927 50
Interest accrued.....	112,050	11,000	12,500	¹⁷ 6,000
Interest charged to in- come.....	112,050	11,000	12,500	6,000
Interest paid.....	112,150	11,000	12,475	6,075
Interest not due.....	28,012 50		3,125	1,500
Interest matured and un- paid.....	1,125	5,500	100	125
Trustees under mortgages	Brooklyn Trust Co.	Central Trust Co.	Title Guarantee & Trust Co.	Franklin Trust Co., Brooklyn

Brooklyn, Bath and West End 5% bonds, series "A," \$250,000; first consolidated mortgage Atlantic avenue 5% bonds, \$759,000; second mortgage Brooklyn, Bath and West End 5% bonds, \$52,000; also to acquire entire capital stock of Atlantic Avenue Railroad, \$2,000,000; entire capital stock of United Railroad, \$300,000; entire capital stock of Sea Beach Railway, \$650,000; capital stock of Coney Island and Gravesend Railway, \$35,400; also to discharge the following indebtedness; Release of rental to Atlantic Avenue Railroad, \$180,000; assumption of debts by Brooklyn Rapid Transit Co. and agreement equipment to the extent of \$500,000, \$3,793,569.82; release of obligation to Coney Island and Gravesend Railway, \$150,000.

\$5,500,000 Nassau Electric first mortgage bonds issued on account of cos of road and equipment.

\$2,241,000 Atlantic avenue general mortgage bonds issued on account of cost of road and equipment.

\$1,500,000 Atlantic avenue improvement mortgage bonds issued on account of cost of road and equipment.

\$250,000 Brooklyn, Bath and West End first mortgage bonds, series "B," issued on account of cost of road and equipment.

\$448,000 Brooklyn, Bath and West End general mortgage bonds issued on account of cost of road and equipment.

¹⁶ Cumulative dividends not declared.

¹⁷ No interest accrues upon scrip and none is payable.

The Nassau Electric Railroad Company

Due Associated Companies.—Certificates of indebtedness¹⁸ payable on demand and bearing interest at 6 per cent, owned by the Brooklyn Rapid Transit Co. Outstanding at beginning of year, \$4,501,880.24; issued during year Nos. 110 to 116, aggregating \$34,984.57; (No. 110, July 1, 1915, \$7,058.13; No. 111, August 1, 1915, \$5,157.84; No. 112, September 1, 1915, \$3,905.78; No. 113, October 1, 1915, \$4,201.72; No. 114, December, 1915, \$2,781.98; No. 115, January 1, 1916, \$3,257.94; No. 116, June 1, 1916, \$8,621.18); outstanding June 30, 1916, \$4,536,864.81; interest accrued during year, \$271,267.65, paid \$135,436.62.

Loans on open account, on which no interest is charged: Transit Development Co., \$207,352.29; South Brooklyn Railway Co., \$1,122.12; Brooklyn, Queens County and Suburban Railroad Co., \$7,876.84; New York Consolidated Railroad Co., \$6,582.77; Brooklyn Heights Railroad Co., \$15,786.18; Brooklyn Rapid Transit Co., \$155,867.88; total, \$394,588.08.¹⁹

Taxes Accrued.—See schedule supporting Income Statement.

	<i>Reserves</i>			
	Credit balance June 30, 1915	Credits during year	Debits during year	Credit balance June 30, 1916
Accrued amortization of capital.....	\$297,279 84	\$89,025 86	\$19,272 33	\$367,033 37
Contingent.....	2,441 18	.....	.....	2,441 18
Sinking fund [for amortisation of 52 bonds issued to retire Brooklyn, Bath & W. E. bonds].....	2,632 80	658 20	.....	3,291 00
Insurance.....	92,413 84	10,705 16	.....	103,119 00
Employers' Liability Reserve.....	.....	20 6,483 11	356 20	6,126 91
Special.....	98,941 52	.....	.....	98,941 52

Suspense credit balances.—Purchase of road and equipment, \$1,225; fire at Fort Hamilton avenue station, March 22, 1915, \$624.58, 39th street power station condemnation, \$55,206.42; New York Municipal Railway Corporation, consideration received in connection with acquisition of rights at Coney Island terminal and relocation of tracks in Stillwell avenue, \$226,000; miscellaneous, \$700.28; total, \$283,756.28.

INCOME STATEMENT

[The excerpts from the various operating agreements of the companies in the Brooklyn Rapid Transit system on pp. 547ff. should be consulted for a clearer understanding of the operating data given in this abstract.]

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Revenue from transportation.....	\$5,079,727 14	D \$10,968 61
Other street railway operating revenues.....	71,270 00	D 25,011 78
Total operating revenue.....	\$5,150,997 14	D \$35,980 39
Operating expenses:		
Maintenance of way and structures.....	\$590,264 29	D \$1,274 53
Maintenance of equipment.....	463,779 07	D 1,001 45
Power purchased.....	574,666 60	D 22,271 83
Operation of cars.....	1,522,844 28	8,367 44
Injuries to persons and property.....	200,234 36	D 14,506 21
Traffic expenses.....	.....	D 8 31
Other general expenses.....	141,531 21	D 7,343 27
Total operating expenses.....	\$3,493,319 81	D \$38,038 18
Taxes accrued.....	216,916 23	13,632 35
Total revenue deductions.....	\$3,710,236 04	D \$24,405 83

¹⁸ The property covered by certificates of indebtedness is held in trust by the Nassau Electric R. R. Co. for the payment of said certificates.

¹⁹ Includes \$108.72 shown under taxes accrued in the balance sheet.

²⁰ Charged to expense and credited to reserve, \$6,314.06; charged to interest receivable and credited to reserve, \$169.05.

The Nassau Electric Railroad Company
Income Statement — Concluded

	Net amount for year	Increase or (D) decrease
Operating income.....	\$1,440,761 10	D \$11,574 56
Non-operating income: Rent from lease of road and equip- ment, \$110,488.63; miscellaneous rent revenues, \$4,351.83; interest revenues, \$123,316.88; (interest on investments, \$72,207.50; on advances to Brooklyn Rapid Transit Co., \$42,802.07; on bank balances, \$6,608.61; on demand notes of Brooklyn & N. R. R. Co., \$501.88; miscellaneous, \$1,196.82); miscellaneous non-operating revenues, \$29.18; less non-operating revenue deductions, \$6,650.82.....	281,535 65	14,479 75
Gross income applicable to corporate and leased properties..	<u>\$1,672,296 75</u>	<u>\$2,905 19</u>
Deductions from gross income:		
Interest on funded debt.....	\$634,870 00	.....
Other interest (on certificates of indebtedness, \$271,- 267.65; City of New York, collector of assessments and arrears, \$15,695.52; on real estate mortgage, \$56.67)..	287,019 84	\$22,596 42
Rent deductions (for lease of other road and equipment, \$282,621.54; track and terminal privileges, \$36,679.69; miscellaneous, \$128.40).....	319,429 63	D 22,107 14
Sinking fund accruals.....	658 20	.....
Other contractual deductions.....	2,175 90	D 145 05
Total income deductions.....	<u>\$1,244,153 57</u>	<u>\$344 23</u>
Net corporate income.....	<u>\$428,143 18</u>	<u>\$2,560 96</u>

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$318,323 85
Balance for year transferred from income.....	428,143 18
Other additions to surplus: Excess reserve for special franchise taxes 1904, 1910 and 1911, \$108,094.10; paid Edison E. I. Co., account attachments on New Utrecht avenue, \$132; excess car rental bills, B. Q. Co. & S. R. R. Co., \$91; dividend on 25/100 share N. E. R. R. Co. preferred stock owned by minority stockholders, \$0.50.....	108,317 60
Total.....	<u>\$854,784 63</u>
Dividends declared (4 per cent on preferred stock).....	\$260,000 00
Amortization elsewhere unprovided for:	
On smoke stack, equipment and boilers removed from Third avenue power station, \$28,507.89; poles and cables removed, \$323.41.....	28,831 30
Bad debts written off.....	50 54
Other deductions from surplus: Inadequate reserve for special franchise taxes, 1912, \$29,526.28; interest on balance of special franchise taxes, 1908, 1910, 1911, 1912, \$71,584.29; adjustment of bill against Cranford Co., \$54.54.....	101,165 11
Total deductions.....	<u>\$390,046 95</u>
Surplus, June 30, 1916.....	<u>\$464,737 68</u>

Operating Revenues. — For details see Table XIII.

Operating Rents Receivable. — Advertising privileges: Broadway Subway & Home Boroughs Car Advertising Co., Inc., \$24,932.61.

Other car and station privileges: Broadway Subway & Home Boroughs Car Advertising Co., Inc., \$31; commissions for telephone pay stations, \$143.21; total, \$174.21.

The Nassau Electric Railroad Company

Rent of land and buildings: Broadway Subway & Home Boroughs Car Advertising Co., Inc., concessions at West End Terminal, Coney Island, \$3,500; Edison Electric Illuminating Co., land on right of way, Coney Island, \$240, attachments, \$154.69; Flatbush Gas Co., attachments, \$21.75; Western Union Telegraph Co., line privileges, \$42; New York Telephone Co., attachments and crossings, \$27.88; Kings County Lighting Co., crossing, \$1.22; Brooklyn Borough Gas Co., crossings, \$1.75; miscellaneous, \$7,590.34; total, \$11,579.63.

Rent of equipment: South Brooklyn Railway Co., per diem car charges, \$327.50.

Rent of tracks and terminals: The Brooklyn Heights Railroad Co., (Livingston-Lafayette line), \$5,579.63; The Coney Island and Brooklyn Railroad Co., tracks, South 8th street, etc., \$1,473.12; New York Consolidated Railroad Co., West End terminal, \$1,064.52, South Brooklyn Railway Co., freight trackage, \$26,138.78; total \$34,256.05.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of August 3, 1914, this company filed with the Commission rules of depreciation which provide 11.62 per cent of gross earnings [transportation revenue] for maintenance of way and structures and 9.13 per cent of gross earnings [transportation revenue] for maintenance of equipment.

Under above rule, \$47,816.23 was debited to Depreciation of way and structures, and concurrently credited to reserve; \$41,209.63 was debited to Depreciation of equipment and concurrently credited to reserve.

Power Purchased.— From Transit Development Company, 63,343,806 kw. hours (calculated on monthly car mileage); average price per kw. hr., .9072 cents; total \$574,666.60 (charged to operating expenses.)

Joint Facilities.— Brooklyn, Queens County and Suburban Railroad Company, 24 per cent of cost of operating Broadway shuttle service, \$7,996.14, charged to operation of cars; proportion of Transit Development Company's charge to Coney Island and Gravesend Railway Company, shop facilities, etc., \$734.70, credited to maintenance of equipment.

Rents Payable Charged to Operating Expenses.— Starter's office, Central avenue near Cooper street, \$99.96; sand box, 155 Rogers avenue, \$10; sand box, Avenue X and Ocean avenue, \$10; total, \$119.96, charged to operation of cars. Office rent, 85 Clinton street, payable to The Brooklyn Heights Railroad Co., lessee of The Brooklyn City Railroad Co., \$4,000, charged to general and miscellaneous expense. Total rent payable charged to operating expenses, \$4,119.96.

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land.....	\$10,572 64	\$5,751 18	\$9,372 24	.....
Improvements on land.....	45,387 68	8,542 57	10,906 08	.....
Corporate real estate.....	17,526 08	15,872 92	16,023 52	.....
Special franchise.....	87,606 58	66,561 52	175,057 10	\$222,768 26
City, on earnings.....	33,258 75	34,458 75	33,258 75	.....
Brooklyn bridge tolls.....	13,657 82	13,657 82	13,644 17	.....
Williamsburg bridge tolls.....	3,510 75	3,510 75	3,518 20	.....
Car license.....	10,860 00	10,695 00	10,680 00	.....
State franchise on gross earnings..	53,891 84	53,891 86	54,045 31	.....
Federal income.....	3,878 76	3,973 91	3,878 76	.....
Total.....	\$280,150 90	\$216,916 23	\$330,384 13	\$222,768 26

* The difference between accrual and levy represents portion of levy payable by the Transit Development Co.

* Exclusive of accrued interest of \$117,599.59; Special franchise taxes of 1907, \$102,661.60; included herein, are not carried in the tax liability accounts, the amount being disputed as excessive. The balance represents special franchise taxes of 1908 and 1910 on the basis of the compromised settlement.

* In addition, \$6,121.24 was charged to non-operating income.

The Nassau Electric Railroad Company

Rents Accrued from Lease of Road and Equipment.— From The Long Island Railroad Co., [for use of line from eastern terminus of Jamaica to Flatbush avenue; date of lease, March 26, 1877, expires June 1, 1976 (originally granted by The Atlantic Avenue Railroad Co. of Brooklyn, transferred to The Nassau Electric Railroad Co. by lease of March 4, 1896, and merger of January 26, 1899 *], \$60,000; The Brooklyn Heights Railroad Co., 72 cars, \$26,852, Brooklyn, Queens County and Suburban Railroad Co., 47 cars, \$17,202; South Brooklyn Railway Co., cars operated over Prospect Park and Coney Island Railroad, \$5,169.68; Coney Island and Gravesend Railway Co., 10 open surface cars, \$1,765; total, \$110,488.63.

Miscellaneous Rent Deductions.— Track and terminal privileges: The Long Island Railroad Co. property, Ocean avenue and Avenue Z, \$800; City of New York, siding, Washington and High streets, \$500; The Brooklyn Heights Railroad Co., \$25,396.44 (proportion of payment to City of New York for tracks and terminal, Williamsburg bridge, \$315.42; trackage privileges, \$25,081.02); New York Consolidated Railroad Co., land, Fifth avenue between 36th and 37th streets, \$2,000; South Brooklyn Railway Co., terminal, 39th street ferry, \$500; Transit Development Co., property, Fifth avenue and 86th street, \$1,500; Brooklyn, Queens County and Suburban Railroad Co., trackage privileges, \$5,983.25; total, \$36,679.69.

Rents accrued for lease of other road and equipment: The Brooklyn Heights Railroad Co., 24 per cent of rental of 16 cars, local railroad, Brooklyn bridge (paid by The Brooklyn Heights Railroad Co. to Transit Development Co.), \$3,072.36; Brooklyn, Queens County and Suburban Railroad Co., 35 per cent of 40 per cent of gross revenue of Ralph-Rockaway line, \$81,529.38; Transit Development Co., rental of 186 cars, \$107,892.90; New York Consolidated Railroad Co., cars operated over West End line, \$90,126.90; total, \$282,621.54.

Sinking Fund Accruals.— Charged to income during year, \$658.20 for amortisation of 52 first consolidated mortgage 4 per cent bonds of the respondent issued to retire Brooklyn, Bath and West End bonds which matured June 1, 1911. Total sinking fund, \$26,000.00, to be accumulated by January 1, 1951, per order of Public Service Commission, No. 1,343, July 28, 1911.

Other Contractual Deductions from Gross Income.— Normal income tax assumed on interest of first mortgage bonds, first consolidated mortgage bonds, The Atlantic Avenue Railroad Co. of Brooklyn improvement bonds, Brooklyn, Bath and West End Railroad Co. mortgage bonds and Brooklyn, Bath and West End Railroad Co. first mortgage bonds, series "B," \$2,175.90.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically operated surface line, overhead trolley contact

NAME OF STREET	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease
<i>Road owned by respondent under sole title</i>					
Adams street, Fulton street to Front street . . .	.712	.712	.....	1.424	.....
Atlantic avenue, South ferry to Washington avenue . . .	2.048	2.048	.034	4.130	.....
Avenue F, Flatbush avenue to Ocean avenue . . .	.360	.360	.....	.720	.....
Bergen street, Boerum place to Buffalo avenue . .	8.669	8.669	.067	7.405	.....
Boerum place, Bergen street to Fulton street . . .	.874	.874	.....	.748	.....
Sterling place, Washington avenue to Rogers avenue . . .	.549	.549	.....	1.098	.....
Buffalo avenue, Bergen street to St. John's place	.802	.802	.....	.604	.....
Bath avenue, Fourteenth avenue to between Bay 35th street and Twenty-fourth avenue	1.456	1.456	.....	2.912	.....
Beaver street, Park street to Bushwick avenue . .	.136	.136	.....	.272	.....
Concord street, Navy street to Washington street	.491	.491	.....	.982	.....
Central avenue, Jefferson street to Evergreen cemetery	1.567	1.567	.....	3.134	.....
Church avenue, 37th street to East 98th street .	3.970	3.970	.....	7.940	.....
Cooper street, Hamburg avenue to Broadway . .	.497	.497	.....	.994	.....
St. John's place, Rogers avenue to East New York avenue	1.923	1.923	.....	3.846	.....
East New York avenue, St. John's place to Rockaway avenue . . . . .	.346	.346	.....	.692	.....
Eighty-sixth street, Fifth avenue to Thirteenth avenue . . . . .	.825	.825	.....	1.650	.....
Fourth avenue, Fifth avenue to 99th street . . . .	.182	.182	.....	.364	.....
Fifth avenue, Atlantic avenue to Fourth avenue	5.584	5.584	.181	11.349	.....
Fifteenth street, Ninth avenue to Hamilton avenue	1.085	1.085	.....	2.170	.....

* From the company's 1913 report.

The Nassau Electric Railroad Company
DESCRIPTION OF ROAD AND EQUIPMENT — Continued

NAME OF STREET	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease
<i>Road owned by respondent under sole title</i> — Continued					
Fourteenth avenue, 86th street to Bath avenue.	.297	.297	.....	.504	.....
Fulton street, Front street to Fulton ferry.....	.093	.....	.....	.093	.....
Hoyt street, Bergen street to Sackett street....	.344	.132	.....	.476	.....
Hicks street, Hamilton avenue to Atlantic avenue.....	.827	.827	.....	1.654	.....
Hamburg avenue, Flushing avenue to Cooper street.....	1.662	1.662	.....	3.324	.....
Jefferson street, Bushwick avenue to Central avenue.....	.295	.295	.....	.590	.....
Johnson avenue, Union avenue to Morgan avenue.....	.952	.952	.....	1.904	.....
Liberty avenue, East New York avenue to Borough line.....	2.568	2.568	.....	5.136	.....
Marcy avenue, North 2d street to Fulton street.	2.559	2.559	.....	5.118	.....
Morgan avenue, Flushing avenue to Johnson avenue.....	.277	.277	.....	.554	.....
Ninth avenue, 15th street to Greenwood cemetery.....	.411	.375	.050	.836	.....
Ninth avenue, Park plaza to 9th street.....	.682	.682	.....	1.364	.....
Nineteenth street, Seventh avenue to car barn..	.025	.....	.....	.025	.....
Navy street, Concord street to Park avenue....	.062	.062	.....	.124	.....
New Lots road, East 98th street to Rockaway avenue.....	.368	.368	.....	.736	.....
New Utrecht avenue, Ninth avenue near 38th street to 81st street.....	2.556	2.556	.....	5.112	.....
Ocean avenue, Avenue F to Emmons avenue....	3.589	3.589	.....	7.178	.....
Park avenue, Washington avenue to Broadway.	1.519	1.519	.....	3.038	.....
Park street, Broadway to Beaver street.....	.105	.077	.....	.182	.....
Prospect Park plaza, Vanderbilt avenue to Ninth avenue.....	.159	.159	.....	.318	.....
Rogers avenue, Bergen street to Flatbush avenue	2.777	2.777	.....	5.554	.....
Rockaway avenue, Broadway to Rockaway parkway.....	2.497	2.497	.....	4.994	.....
Rockaway parkway, Rockaway avenue to Canarsie.....	1.611	1.611	.212	3.434	.....
Sackett street, Columbia street to Hoyt street..	.652	.652	.....	1.304	.....
Seventh avenue, Flatbush avenue to Greenwood cemetery.....	1.529	1.529	.....	3.058	.....
South 8th street, Kent avenue to Broadway....	.469	.385	.....	.854	.....
South 5th street, Marcy avenue to Union avenue	.409	.409	.....	.818	.....
Twentieth street, Seventh avenue to Ninth avenue.....	.293	.293	.....	.586	.....
Twenty-third street, Fifth avenue to near Sixth avenue.....	.095	.018	.....	.113	.....
Thirty-seventh street, Thirteenth avenue to Church avenue.....	.080	.080	.018	.173	.....
Thirty-ninth street, Third avenue to Thirteenth avenue.....	1.477	1.477	.....	2.954	.....
Thirteenth avenue, 39th street to 37th street...	.097	.097	.....	.194	.....
Union street, Hamilton avenue to Ninth avenue	2.142	1.503	.....	3.645	.....
Vanderbilt avenue, Prospect Park plaza to Park avenue.....	1.482	1.482	.....	2.964	.....
Water street, sidings nearest easterly curb.....	.....	.....	.038	.038	.....
Washington avenue, Sterling place to Atlantic avenue.....	.449	.449	.....	.898	.....
Private right of way 81st street to Bath avenue..	.595	.595	.....	1.190	.....
Private right of way * Bay 35th street and Twenty-fourth avenue to Surf avenue.....	1.642	1.642	.560	3.844	.....
Lafayette avenue, Flatbush avenue to Fulton street.....	.165	.165	.....	.330	.....
Livingston street, Flatbush avenue to Court street.....	.677	.677	.....	1.354	.....
Fourth avenue loop, 167 feet west of Fifth avenue to connection at Flatbush avenue.....	.....	.....	.168	.168	.....
Front street, Adams street to Fulton street.....	.250	.....	.....	.250	.....
Washington street siding, Concord street to High street.....	.....	.....	.089	.089	.....
New Lots avenue, Rockaway avenue to Berrian street.....	1.739	1.710	.....	3.449	.....
Georgia avenue, Liberty avenue to Atlantic avenue.....	.118	.....	.....	.118	.....

* The company reports a reclassification of track but no physical change.

The Nassau Electric Railroad Company

DESCRIPTION OF ROAD AND EQUIPMENT — *Concluded*

NAME OF STREET	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease
<i>Road owned by respondent under sole title</i>					
—Concluded					
Hegeman avenue, Rockaway avenue to Hopkinson avenue.....	.150	.150	.....	²⁸ .300	.....
Stillwell avenue, Avenue Y to N. Y. & C. I. R. R.	.766	.766	.....	1.532	.406
Private right of way, from N. Y. & C. I. R. R. to Surf avenue.....	.021	.021	.020	.062	.....
Total track owned.....	67.608	66.017	1.432	135.057	.406
<i>Road of associated company (Brooklyn, Queens Co. and Suburban) operated by respondent, under lease</i>					
Ralph avenue, Broadway to St. John's place...	1.488	1.488	.....	2.876	.....
Total track maintained.....	69.046	67.455	1.432	137.933	.406
<i>Road occupied under trackage rights from associated companies</i>					
Brooklyn, Queens County and Suburban Railroad Co.	4.711	4.711	.....	9.422	.....
The Brooklyn Heights Railroad Co.	15.337	15.134	.....	30.471	.....
Total.....	20.048	19.845	.....	39.893	.....
<i>Road occupied under trackage rights from City of New York</i>					
Washington street, Concord street to High street	.....	.....	.095	.095	.....
New York & Brooklyn Bridge:					
Park row to Tillary street cut.....	1.663	1.610	.....	3.273	.....
Williamsburg Bridge:					
Delancey street to Havemeyer street.....	1.645	1.645	.....	3.290	.....
Total.....	3.308	3.255	.095	6.658	.....
Total track operated.....	92.402	90.555	1.527	184.484	.406

Track in car houses, shops and yards, 6.815 miles.

Details of Track, Roadway and Electric Line Construction

Items	Added during year	Removed during year	At close of year
Ballast (miles of track):			
On concrete construction.....	10.140
On earth.....	1.816	134.608
Ties — Number of steel ties.....			
.....	2.964
Number of wood ties treated.....	14,315
Number of wood ties untreated.....	4,794	288,673
Miles of track laid on ties.....	1.816	144.748
Rail (miles of track):			
7-inch 102-lb. girder.....	2.070
5-inch 56-lb. T.....	8.540
9-inch 90-lb. girder.....	1.623	63.364
9-inch 93-lb. girder.....	2.812
9-inch 94-lb. girder.....	1.251	17.209
9-inch 98-lb. girder.....310
7-inch 112-lb. girder.....130
6-inch 70-lb. girder.....068	5.251
7-inch 105-lb. girder.....	4.278	.....	34.058
42-lb. C. B.....780
5-inch 80-lb. A. S. C. E.....	1.336	.....
6-inch 60-lb. T.....	2.030
5-inch 70-lb. T.....	1.816	8.194

²⁸ Not yet used.

The Nassau Electric Railroad Company
Details of Track, Roadway and Electric Line Construction — Concluded

Items	Added during year	Removed during year	At close of year
Rail joints (miles of track):			
Bolted plates and riveted plates.....		3.135	79.988
Cast (weld).....	2.874		14.973
Electric weld.....		1.623	45.907
Continuous.....	.068		3.870
Paving (miles of track):			
Cobble.....			.503
Wood block.....			1.120
Brick.....			1.537
Belgian block.....			24.973
Granite block on sand.....		1.312	16.729
Asphalt.....			.630
Granite block on concrete.....	1.862		74.322
Medina sand stone.....			.740
Poles (number):			
Wood untreated.....	8	29	97
Steel.....	65	137	6,784
Overhead construction (miles of line):			
Span wire.....	.782	.761	132.546
Side bracket.....			1.589
Span under "L".....			3.001
Short trough.....	.053		2.490
Long trough.....	.047		9.982
Car barn construction.....			.057
Trolley wire (miles):			
1/0 copper.....	.014	2.556	21.389
2/0 copper.....	.308	2.743	17.201
1/0 phono.....	.003	.073	.820
2/0 phono.....	.994	7.528	58.125
3/0 phono.....	.031	1.545	6.304
2/0 high strength.....	13.502	.270	44.296
3/0 high strength.....	.010	.068	0.70
7-12 span.....			.184
Iron bar.....	.023		.650
Underground conduit terra cotta and fire clay — miles of line..			9.833
Duct miles.....			79.462
Transmission cables — underground (miles):			
11,000 V. 250,000 C. M. 3 cond. L. & P.....			7.507
6,600 V. 250,000 C. M. 3 cond. L. & P.....			6.170
11,000 V. 167,800 C. M. 3 cond. L. & P.....			.362
Distribution cables — Underground (Voltage 600-1 cond.) (miles):			
500,000 C. M. L. & P. positive.....			.535
1,000,000 C. M. L. & P. positive.....	.001	.002	22.541
2,000,000 C. M. L. & P. positive.....			2.453
1,000,000 C. M. R. C. positive.....		.037	.845
500,000 C. M. R. C. positive.....			.011
2,000,000 C. M. T. B. V. C. positive.....			.040
500,000 C. M. W. P. positive.....			.040
1,000,000 C. M. W. P. positive.....			.174
500,000 C. M. submarine positive.....	.180	.037	.543
500,000 C. M. W. P. submarine negative.....	.180		.180
500,000 C. M. W. P. negative.....	.005	.002	4.805
1,000,000 C. M. W. P. negative.....			.071
2,500,000 C. M. W. P. negative.....			2.735
Distribution cables — Overhead (Voltage 600) (miles):			
4/0 weatherproof.....			2.018
500,000 C. M. weatherproof.....	2.022		149.299
1,000,000 C. M. weatherproof.....			1.807

The Nassau Electric Railroad Company

Track Structures.— Overhead railway crossings, 1, length 30 feet; overhead highway crossings, 1, length 20 feet; other bridges, 7.

Cars.— Number of revenue cars, 978; of service cars, 50. (For details, see Table II.)

Power Plant Equipment.— Leased to Transit Development Co.

Miscellaneous.— Repair shops, 2; car houses — storage 4, service 4; transfer points, 581; passenger stations, 18; miles of telephone line, 1.241; of wire, 2.789; miles of signal line, 1.216; of wire, 2.292; miles of span line, 6.053; of wire, 12.532. [Signal system interlocking, mechanical. ²]

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 103,315,217 fares, whereof 5-cent, 99,664,049; 3-cent, 1,835,690; 3½-cent 164,003; 2½-cent, 982,716; 1½-cent, 668,759; transfers, 45,513,074; free, 672,980. **Car Miles.**— Revenue, 18,602,223; whereof passenger active, 18,413,620; idle, 188,603; non-revenue, 17,035.

Car Seat Miles.— 824,543,818. **Car Hours.**— Regular passenger, 2,240,331. (For details of traffic statistics, see Table V-VIII.)

Power.— See Table IV.

Accidents.— Persons killed, 11; injured, 2,715, whereof 110 serious and 2,605 minor. Total amount paid during year for injuries and damages caused by accident during the year, \$39,356.02; for injuries and damages caused by accidents during prior years, \$77,632.90. (For details of accidents, see Table X and XI).

Employees and Wages.— Inasmuch as some of the employees of this company are also in the service of other companies and their enumeration by each employing company in its report would necessarily show duplications, a combined statement for the companies of the Brooklyn Rapid Transit system is given in Table XII.

Officers.— President, N. F. Brady; Vice-Presidents, C. D. Meneely, S. W. Huff; Secretary, J. H. Bennington; Assistant Secretary, C. W. Brown; Acting Assistant Secretary, H. R. Potts; Treasurer, C. D. Meneely; Assistant Treasurer, W. J. O'Neill; Auditor and Comptroller, Howard Abel; Claim Agent, I. Isaacsen; General Counsel, Geo. D. Yeomans; Purchasing Agent, Lincoln Van Cott.

Directors.— J. H. Hallock, T. S. Williams, C. D. Meneely, S. W. Huff, N. F. Brady, F. S. Flower, F. D. Tuttle, G. D. Yeomans, W. S. Benedict.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Vice-President and Treasurer, September 29, 1916.

THE NEW YORK AND CONEY ISLAND RAILROAD COMPANY**LESSON**

History.¹— Incorporated February 5, 1879 [as a steam railroad company], pursuant to the laws of the State of New York. [Operation was begun June 9, 1879.] On November 17, 1879, the property and franchises of the company were leased to the Prospect Park and Coney Island Railroad Company for [a term of 95 years from July 1, 1879. By an agreement dated June 17, 1899, the lease was extended for the term of 999 years from June 18, 1899. On the same date, the Prospect Park and Coney Island Railroad Company leased its property and franchises, including the property and franchises of this company, to the Brooklyn Heights Railroad Company, which company in turn, on February 28, 1907, transferred its rights under the lease to the South Brooklyn Railway Company, the present operator of this company's property.]

Stock control is held by the South Brooklyn Railway Co.

[**Terms of Lease.**— The principal provisions of the lease on file with the Commission are as follows: Lessee agrees (1) to operate, maintain and keep the property in thorough working order; (2) to repair and replace all equipment and other facilities as may be required; (3) to pay an annual rental of 10 per cent upon lessor's capital stock of a par value of \$100,000; (4) to pay all taxes, assessments and other charges of every description; (5) that in case of default in rental payment or of failure to comply with the provisions of the lease for 90 days, the lessor may re-enter and take possession of the property and any additions and improvements thereto, without impairing its rights for damages from lessee; (6) at expiration or sooner determination of the lease, to return the property together with all additions and improvements thereto, in as good order and condition as when delivered to the lessee or will turn over other property of equal value.]

² From the Company's 1913 report.

¹ [Data in brackets from Documentary History in Annual Report, 1913, Vol. V, pages 1091-1092, and chart 4.]

The New York and Coney Island Railroad Company

Stockholders and Members.—Total voting power of all members of the company, 1,000, each holder of \$100 par value having one vote; total number of stockholders at close of year, 8, all resident in New York State. Total number of votes cast at last general meeting, February 3, 1916, 1,000, all cast by T. S. Williams and C. D. Meneely, authorized proxies: 75 cast in behalf of themselves; 820 for South Brooklyn Railway Co.; 100 for Transit Development Co.; 5 for individual members.

Important Changes During the Year.—No additional rights or franchises were acquired.

BALANCE SHEET

ASSETS SIDE		Increase or (D) decrease	
June 30, 1915		June 30, 1916	
\$11,063 88	Cash.....	\$22,519 28	\$11,455 40
25,000 00	Bills receivable — due on demand ¹	25,000 00	.....
964 87	Accounts with associated companies.....	964 87	.....
482 63	Interest and dividends receivable ²	625 00	142 37
100,019 02	" Fixed capital, Dec. 31, 1908 ".....	100,019 02	.....
<u>\$137,530 40</u>	<u>Total.....</u>	<u>\$149,128 17</u>	<u>\$11,597 77</u>
LIABILITIES SIDE			
\$100,000 00	Capital stock.....	\$100,000 00	.....
37,530 40	Corporate surplus.....	49,128 17	\$11,597 77
<u>\$137,530 40</u>	<u>Total.....</u>	<u>\$149,128 17</u>	<u>\$11,597 77</u>

Contingent Liabilities.—None.

Valuation of Property for Purposes of Taxation.—(For details, see abstract of the South Brooklyn Railway Co.)

Fixed Capital, December 31, 1908.—Right of way, \$8,793.75; real estate used in operation of road, \$2,868.52; track and roadway construction, \$48,320.83; shop tools and machinery, \$3,048.39; cars, \$18,671; locomotives, \$10,670.19; telegraph lines, \$282.97; docks and wharves, \$7,363.37; total, \$100,019.02.

Capital Stock.—Common, authorized, 1,000 shares of \$100 par value each; amount issued, 1,000 shares of a par value, \$100,000; cash and property consideration, \$100,000; amount outstanding, \$100,000; none held by or on behalf of respondent; no dividends declared.

INCOME ACCOUNT

Non-operating income:		
Rent from lease of road and equipment.....		\$10,000 00
Interest revenues.....		1,597 77
Net corporate income.....		<u>\$11,597 77</u>
Surplus, June 30, 1915.....		37,530 40
Surplus, June 30, 1916.....		<u>\$49,128 17</u>

Description of Road.—Road owned extends from Culver Depot, Coney Island to Coney Island [Norton's] Point, about 2.41 miles.

Officers.—President, T. S. Williams; Vice-President and Treasurer, C. D. Meneely; Secretary, J. H. Bennington; Assistant Treasurer, W. J. O'Neill; Comptroller, Howard Abel; Counsel, G. D. Yeomans.

Directors.—T. S. Williams, C. D. Meneely, C. L. Woody, G. D. Yeomans, A. M. Williams, H. A. Bullock, and J. H. Bennington.

General Offices.—85 Clinton street, Brooklyn, New York City.

Report verified by C. D. Meneely, Vice-President and Treasurer, September 29, 1916.

¹ Note of Brooklyn Rapid Transit Co., with interest at 5 per cent.

² Interest on B. R. T. note (See note 2.)

NEW YORK AND HARLEM RAILROAD COMPANY

LESSOR

History.—Incorporated pursuant to a special act of the Legislature passed April 25, 1831; to which act numerous amendments have since been made.

The steam portion of the company's line, now partly electric, extending from Grand Central Station, New York City, to Chatham, New York, was leased on April 1, 1873, to the New York Central and Hudson River Railroad Company for 401 years. On December 23, 1914, the latter company was consolidated into the New York Central Railroad Company. As rental the New York Central Railroad Company pays the interest on the funded debt and 10 per cent dividend on the stock of the company, [such dividend being the 8 per cent guaranteed under the original lease and an additional 2 per cent (from May 1, 1900) as provided by the terms of a "Second Supplementary Contract" between the two companies by reason of refunding, at a lower rate of interest, the New York and Harlem consolidated mortgage bonds, which matured May 1, 1900.]¹

The city street line extending from the post office, New York City, to the new Madison Avenue bridge was leased on July 1, 1896, to the Metropolitan Street Railway Company for a period of 999 years. The latter company, through reorganization, was succeeded on January 1, 1912, by the New York Railways Company, the present operator of the property.

This company is controlled by The New York Central Railroad Company, through ownership of a majority of its capital stock.

Terms of Lease.—The principal provisions of the lease of the city street line on file with the Commission are as follows: Lessee agrees (1) to pay an annual rental of \$350,000 for first 5 years of the lease and thereafter, \$400,000; (2) to pay \$2,500 per annum for the maintenance of the corporate organization of lessor; (3) to pay and discharge all taxes, assessments, license fees, and percentages of receipts, which may be imposed upon the property; (4) to maintain, operate and keep the property in good working order and repair; (5) to replace property destroyed by fire or consumed by use; (6) to return, at expiration or earlier termination of the lease, all the property and additions thereto to lessor in good condition and repair, except such as may have been superseded by a change of motive power or other improvements made upon the property in which cases substitutes of equal or greater value than the property replaced shall be delivered; in the case of personal property, the lessee shall deliver substitutes (of equal or greater value) for property which may have been lost or deteriorated by use, death or destruction, or pay the money value thereof, an inventory having been taken and the money value thereof fixed at \$339,115; (7) that in case of default in rental payments or of failure to substantially comply with the provisions of the lease for 3 months, the lessor may re-enter and take possession of the property, without impairing its right for damages from lessee.

Stockholders and Members.—Total voting power of all members of the company, 200,000, each holder of \$50 par value of capital stock having one vote; total number of stockholders at April 26, 1916, 548, of whom 376 having 185,838 shares resided in New York state. Total number of votes cast at last general meeting, May 16, 1916, 134,005, of which Dwight W. Pardee cast 127,769 in behalf of corporate members and 6,234 for individual members; Arthur H. Gorse cast 2 votes for himself.

Important Changes during the Year.—Purchased for investment \$60,000 par value of New York Central Railroad Co. 4½ per cent bonds at a cost of \$56,972.50. No additional rights or franchises were acquired.

BALANCE SHEET			
June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$139,197 71	Cash.....	\$91,605 26	D \$47,592 45
14,000 00	Accounts receivable.....	14,000 00	.....
2,187 50	Interest and dividends receivable.....	2,862 50	675 00
56,696 36	Materials and supplies ¹	56,696 36	.....
	Miscellaneous investments:		
127,265 64	Funded debt of associated companies.....	184,238 14	56,972 50
53,297 89	Securities of non-associated companies.....	53,297 89	.....
138,433 64	Real estate.....	138,433 64	.....
	"Fixed Capital, Dec. 31, 1908":		
20,061,093 36	Cost of road.....	20,061,093 36	.....
1,386,318 64	Equipment.....	1,386,318 64	.....
1,167,996 20	Real estate.....	1,167,996 20	.....
22,615,408 20	Total fixed capital.....	22,615,408 20	.....
<u>\$23,146,480 94</u>	Total.....	<u>\$23,153,541 99</u>	<u>\$10,055 05</u>

¹ [From the company's 1909 report to the Commission.]

¹ This item represents the value of supplies conveyed to the lessee companies and to be accounted for by them at termination of the leases.

New York and Harlem Railroad Company
BALANCE SHEET — Concluded

June 30, 1915	LIABILITIES SIDE	June 30, 1916	Increase or (D) decrease
\$7,211 01	Unfunded debt ¹	\$7,229 01	\$18 00
12,000,000 00	Funded debt — mortgage bonds.....	12,000,000 00	.....
10,000,000 00	Capital stock.....	10,000,000 00	.....
1,139,275 93	Corporate surplus.....	1,149,312 98	10,037 05
<u>\$23,146,486 94</u>	<u>Total.....</u>	<u>\$23,156,541 99</u>	<u>\$10,055 05</u>

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation

	Gross value	Same, less depreciation
Valuation as of June 30, 1915 filed by respondent:		
Real property outside streets and public places.....	N. R.	\$138,433 64
Real property in streets — tangible.....	\$5,317,428	3,196,547 00
Assessed valuation for 1916 taxes:		
Real property outside streets and public places.....	Borough of Manhattan	Borough of the Bronx
	\$114,500	.....
Real property (tangible and intangible) in streets.....	4,972,710	\$20,240

Miscellaneous Investments (Fees).— Beech Creek Railroad Company stock: 1,000 shares of a par value of \$50,000; 4 per cent contractual dividend payable quarterly beginning with January 2d; acquired June 28, 1899; actual money cost, \$53,297.89; income accrued during year, \$2,000. New York Central Railroad Company, 4½ per cent 100-year refunding and improvement mortgage bonds, maturing October 1, 2013, par value, \$210,000; actual money cost, \$184,238.14; acquired December, 1914, and March, 1916; interest accrued, \$7,504.99. Real estate, acquired on March 2, 1896, at a cost of \$138,433.64, and held in anticipation of future use but not leased or used for railroad purposes; no income accrued. Total income accrued, \$9,504.99.

Securities

Particulars of Stock and Funded Debt	Common stock	Preferred stock	Mortgage bonds
Nominal date of issue.....	_____	_____	May 1, 1900
Date of maturity.....	_____	_____	May 1, 2000
Interest, rate and dates.....	_____	_____	3½%, May & Nov.
Denominations.....	1 share = \$50 00	\$50	(⁴)
Authorized by company.....	\$8,656,050 00	\$1,343,950	\$12,000,000
by public authority.....	8,656,050 00	1,343,950	12,000,000
Actually issued.....	8,656,050 00	1,343,950	12,000,000
Issued prior to year.....	⁵ 8,656,050 00	1,343,950	12,000,000
Cash realized.....	7,763,352 83	1,343,950	⁶ 12,000,000
Property consideration.....	1,414,280 04	.....	.....
Premium.....	⁷ Cr. 521,582 87	.....	.....
Actually outstanding.....	⁸ 8,656,050 00	1,343,950	12,000,000
Interest accrued and dividends declared...	1,211,847 00	188,153	420,000
Interest charged to income.....	_____	_____	420,000
Interest and dividends paid.....	1,211,847 00	188,153	420,000
Market price: Highest, lowest, last sale per \$100.....	\$350 00	\$350	86, 82, 84½
Trustee under mortgage.....	_____	_____	Guaranty Trust Co.

¹ Consists of matured debt certificates, \$4,625; unclaimed dividends on stock, \$2,439.90; unclaimed interest on matured bonds, \$164.11.

⁴ Registered, \$1,000, \$5,000 and \$10,000; coupon, \$1,000.

⁵ "Includes \$21,500 common stock fraudulently issued prior to 1854 but made good by court order. The amount was charged to Profit and loss at the time, and charged in this schedule to Premiums." (cf. company's letter dated Nov. 17, 1915).

⁶ Represents cash actually received at the time of issue, which was used in paying a like amount of bonds that matured on May 1st, 1900.

⁷ Total premiums, \$731,623.87; see note (5).

New York and Harlem Railroad Company
INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Non-operating revenues:		
Rent from lease of road and equipment ⁸	\$1,822,500 00	.....
Miscellaneous rent revenues ⁹	1,700 00	.....
Interest revenues (on investments, \$7,504.99; on bank balances, \$2,691.61).....	10,196 60	\$1,801 33
Dividend revenues.....	2,000 00	.....
Total non-operating revenues.....	\$1,836,396 60	\$1,801 33
Non-operating revenue deductions: Tax on real estate not used for railroad purposes, \$2,312.45; on income, \$120.95; administration expenses, \$4,526.15.....	6,959 55	D 2,602 40
Gross income applicable to corporate and leased properties...	\$1,829,437 05	\$4,403 73
Income deductions: Interest on funded debt ¹⁰.....	420,000 00	.....
Net corporate income.....	\$1,409,437 05	\$4,403 73

CORPORATE SURPLUS	Amount
Surplus, June 30, 1915.....	\$1,139,275 98
Balance transferred from income.....	1,409,437 05
Old tax item refunded.....	600 00
Total.....	\$2,549,312 98
Dividend of 14 per cent on \$1,343,950 preferred stock.....	¹¹ \$188,153
Dividend of 14 per cent on \$8,656,050 common stock.....	¹¹ 1,211,847
	1,400,000 00
Surplus, June 30, 1916.....	\$1,149,312 98

Description of Road and Equipment.— Owned and leased to The New York Central Railroad Company, successor of the New York Central and Hudson River Railroad Company, steam line, now partly electric, extending from Grand Central Terminal in New York City to Chatham, New York; total road mileage, 136.41 miles. The equipment conveyed consisted of 39½ locomotives, 1,061 freight and passenger cars and machinery, tools and supplies.

Owned and leased to the New York Railways Company, the successor to the Metropolitan Street Railway Company, the city street line extending from the post office in New York City to the new Madison avenue bridge — the total mileage of road is 9.80 miles. [Length of road is meant. Total mileage of all tracks is 18.90 as reported in operation by lessee at June 30, 1916.] The equipment conveyed consisted of 193 cars, 1,407 horses and miscellaneous equipment, tools, furniture, etc.

Officers.— President, Wm. K. Vanderbilt; Vice-President, W. K. Vanderbilt, Jr.; Secretary, Dwight W. Pardee; Treasurer, Milton S. Barger.

Directors.— William K. Vanderbilt, Frederick W. Vanderbilt, W. H. Newman, J. Pierpont Morgan, Chauncey M. Depew, Robert S. Lovett, William Rockefeller, William K. Vanderbilt, Jr., Charles A. Peabody, Walter P. Bliss, Geo. F. Baker, Harold S. Vanderbilt, Horace E. Andrews.

Main Business Office.— Grand Central Terminal, New York City.

Report verified by Milton S. Barger, Treasurer, September 28, 1916.

⁸ Consists of \$1,420,000 rent of steam line (not taken on respondent's books, being paid directly to security holders by lessee), and \$402,500, rent of the city street line. (For constituent details, see schedules, *History* and *Terms of Lease*.)

⁹ Rent on unimproved real estate at 135th street: From Anthony H. Austin, \$1,500; N. Y. Billposting Co., \$200.

¹⁰ Not taken on company's book (see note 8).

¹¹ Includes 10 per cent dividend not taken on company's books, the same being paid directly to the security holders by lessee.

THE NEW YORK AND LONG ISLAND TRACTION COMPANY

History.— Incorporated February 27, 1899, pursuant to chapter 565 of the Laws of 1890, as the Mineola, Hempstead and Freeport Traction Company which name was changed to the present one by order of the Supreme Court on August 18, 1902.

[Joint stock control of respondent was acquired on June 19, 1905 by the Interborough Rapid Transit Company and the Long Island Consolidated Electrical Companies, a subsidiary of the Long Island Railroad Company.]¹

Stockholders and Members.— Total voting power of all members of the company, 20,000, each holder of \$50 par value having one vote; total number of stockholders, 15, number resident in New York State 14, holding 7,680 common and 2,500 preferred shares. The Interborough Rapid Transit Company holds of the common stock \$368,000, and of the preferred \$125,000; the Long Island Consolidated Electrical Companies also holds of the common stock \$368,000, and of the preferred \$125,000.

The total number of votes cast at the last general meeting, February 14, 1916, was 19,985, of which A. T. Beiter cast 19,665 and J. M. Stoddard cast 320, all on behalf of corporate members.

Important Changes during the Year.— No new powers or franchises were acquired. Storage track, .12 miles, was installed at Rockville Centre. Wm. Harts was appointed auditor June 1, vice J. M. Tritt.

BALANCE SHEET

		ASSETS SIDE			Increase or (D) decrease
June 30, 1915			June 30, 1916		
\$65,339 74	Cash.....		\$32,166 20	D	\$33,173 54
	Special deposits — State Industrial Com-				
292 00	mission.....			D	292 00
* 1,622 63	Accounts receivable.....		1,726 15		103 52
116 88	Interest and dividends receivable.....		134 58		17 70
1,668 98	Other current assets.....		2,694 90		1,025 92
20,879 45	Materials and supplies.....		28,537 21		7,657 76
8,247 50	Miscellaneous investments.....		8,247 50		
2,272,030 13	" Fixed Capital, Dec. 31, 1908 ".....		2,271,130 13	D	900 00
	Fixed capital installed since 1908:				
10,070 39	Street railway land... ..		10,070 39		
4 00	Intangible street railway capital.....		4 00		
95,864 11	Tangible street railway capital.....		133,949 78		38,085 67
* 3,377,968 63	Total fixed capital — gross.....		2,415,154 30		37,185 67
156,229 10	Less accrued amortization.....		199,096 30		42,866 20
* 2,221,739 53	Total fixed capital — net.....		2,216,059 00	D	5,680 53
* 121,145 89	Advanced to associated companies.....		655 78	D	120,490 11
3,492 17	Prepayments.....		3,029 16	D	463 01
<u>\$2,444,544 77</u>	<u>Total.....</u>		<u>\$2,293,250 48</u>	<u>D</u>	<u>\$151,294 29</u>
LIABILITIES SIDE					
\$14,598 33	Taxes accrued.....		\$12,842 83	D	\$1,755 50
* 10,760 34	Due associated companies.....		15,186 00		4,425 66
* 6,438 61	Miscellaneous accounts payable.....		12,684 95		6,246 34
255,000 00	Interest accrued on funded debt.....		97,500 00	D	157,500 00
1,568 65	Due for wages and salaries.....		2,251 80		683 15
1,000,000 00	Funded debt — mortgage bonds.....		1,000,000 00		
1,000,000 00	Capital stock.....		1,000,000 00		
156,178 84	Corporate surplus.....		152,784 90	D	3,393 94
<u>\$2,444,544 77</u>	<u>Total.....</u>		<u>\$2,293,250 48</u>	<u>D</u>	<u>\$151,294 29</u>

Contingent Liabilities.— None.

¹ From documents on file with the Commission.

² The disagreement with the figure reported in 1915 is due to a reclassification made by the company.

The New York and Long Island Traction Company

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:	Gross value	Same, less depreciation
Real property outside streets and public places.....	\$484,060 00	\$409,713 00
Real property in streets, tangible.....	491,207 00	439,837 00
Tangible personal property.....	214,899 54	.....
<hr/>		
Assessed valuation for 1916 taxes:	Boro. of Brooklyn	Boro. of Queens Nassau County
Real property outside streets and public places....	.....	\$67,300 00 \$392,524 00
Real property (tangible and intangible) in streets..	\$4,600 00	222,500 00 \$217,295 00
<hr/>		

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908"

Item	Balance, June 30, 1915	Withdrawn during year	Balance, June 30, 1916
Road built and equipped by contract.....	\$944,468 44	.....	\$944,468 44
Engineering and superintendence.....	43,870 84	.....	43,870 84
Right of way.....	62,578 66	.....	62,578 66
Real estate used in operation of road.....	7,427 39	.....	7,427 39
Track and roadway construction.....	583,243 84	.....	583,243 84
Electric line construction.....	153,202 71	.....	153,202 71
Buildings and fixtures used in operation of road...	41,423 75	.....	41,423 75
Power plant equipment.....	135,641 29	.....	135,641 29
Shop tools and machinery.....	1,826 02	.....	1,826 02
Cars.....	110,585 49	\$900 00	109,685 49
Electric equipment of cars.....	61,203 01	.....	61,203 01
Miscellaneous equipment.....	20,268 12	.....	20,268 12
Organization.....	84,376 86	.....	84,376 86
Interest and discount.....	20,301 73	.....	20,301 73
Miscellaneous.....	1,521 98	.....	1,521 98
<hr/>			
Total.....	\$2,272,030 13	\$900 00	\$2,271,130 13
<hr/>			

Details of Capital Withdrawn.— Two work cars retired from service — purchased in 1902, \$900.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Intangible street railway capital.....	.....	.....	.....	\$4 00
Street railway land.....	.....	.....	.....	10,070 39
Grading.....	\$44 74	.....	.....	553 73
Ballast.....	.....	.....	.....	3,002 51
Ties.....	87 51	.....	.....	915 86
Rails, rail fastenings and joints.....	170 00	.....	.....	2,654 75
Special work.....	.....	.....	.....	5,930 51
Track laying and surfacing.....	79 17	.....	.....	1,462 76
Paving.....	.....	.....	.....	28,077 10
Crossings, fences and signs.....	.....	.....	.....	4 55
Interlocking and other signal apparatus....	3,873 36	.....	.....	6,384 82
Telephone and telegraph lines.....	.....	.....	.....	863 35
Poles and fixtures.....	4 08	.....	\$50 50	129 19
Transmission system.....	.....	.....	.....	76 98
Distribution system.....	14 08	.....	.....	7,938 04
Shops and car-houses.....	.....	.....	.....	2,357 85
Furnaces, boilers and accessories.....	.....	.....	.....	596 85
Power plant electric equipment.....	.....	.....	.....	238 22

¹ Includes village and school district assessments.

² Of this valuation \$213,444 is again assessed against the company in the several school districts through which it operates.

The New York and Long Island Traction Company
Fixed Capital Installed since December 31, 1908 — Concluded

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Sub-station equipment.....				\$815 79
Shop equipment.....				1,643 77
Revenue cars.....	\$20,375 73			31,403 89
Electric equipment of cars.....	13,497 50			40,708 46
Other rail equipment.....				157 25
Miscellaneous construction expenditures...				33 55
Total.....	\$38,146 17		\$60 50	\$144,024 17

Details of Expenditures for Improvements.— Interlocking and signal apparatus 6.41 miles, \$3,873.86; six revenue cars, \$20,375.73; electric equipment of cars, \$13,497.50; minor projects, \$399.58; total, \$38,146.17.

Equipment Retired during the Year.— Two work cars cost \$900 in 1902; salvage charged to material, \$85.62; charged to accrued amortization of capital, \$438.51; charged to surplus, \$375.87.

Miscellaneous Investments.— Territory of Hawaii public improvement 4½ per cent gold bonds, series of 1904–05, maturing January 2, 1920; \$3,000 par value, acquired 1905, cost \$3,135. Income accrued during year, \$127.50. Deposited with City of New York.

City of New York corporate stock, issued May 7, 1912, matures March 1, 1962, 4½ per cent, \$5,000 par value, acquired June 30, 1914, cost \$5,112.50. Income during year, \$212.50. Deposited with State Industrial Commission.

Advances to Associated Companies.— Long Island Electric Ry.: Reimbursed during year \$120,496.40; owing at close of year \$606. New York & Queens Co. Ry.: Advanced during year, \$6.29; owing at close of year, \$49.78; no interest. Total \$655.78.

Prepayments.— Insurance, \$2,240.40; taxes, \$733.76; rents, \$55; total, \$3,029.16.

Securities

Particulars of Stock and Funded Debt	Common stock	Preferred stock	First mortgage bonds
Nominal date of issue.....	_____	_____	Nov. 1, 1902
Date of maturity.....	_____	_____	Nov. 1, 1942
Interest, rate and dates.....	_____	_____	4½ May, Nov.
Denominations.....	1 share = \$50	1 share = \$50	\$1,000
Authorized by company.....	\$750,000	\$250,000	1,000,000
by public authority.....	(⁵)	(⁵)	1,000,000
Actually issued, prior to year.....	750,000	250,000	1,000,000
Cash realized.....	558,000	N. R.	No record
Property consideration.....	192,000	250,000	No record
Actually outstanding.....	750,000	250,000	\$1,000,000
Interest accrued and dividends declared.....			45,000
Interest charged to income.....	_____	_____	45,000
Interest and dividends not due.....			7,500
Interest and dividends matured and unpaid....			90,000
Trustees under mortgage.....	_____	_____	Savings & Trust Co. of Cleve- land, O.

Bills and Accounts Owing to Associated Companies.— Due on open account to the Long Island R. R. Co., \$2,574.80, Long Island Electric Ry. Co., \$3,693.73; Interborough Rapid Transit Co., \$117.76; New York & Queens Co. Ry. Co., \$8,799.71; total, \$15,186.00.

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Accrued amortization of capital: Balance June 30, 1915, \$156,229.10; credited to reserve and charged to maintenance of way and structures, \$16,659.32; credited to reserve and charged to maintenance of equipment, \$26,645.39; charge to reserve and credited to Fixed Capital, Dec. 31, 1908, \$438.51; credit balance, June 30, 1916, \$199,095.30.

⁵ The articles of association provided for a stock issue of \$125,000. The stockholders on April 19, 1902, authorized an increase to \$1,000,000, the present issue.

The New York and Long Island Traction Company
INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue.....	\$411,315 70	D \$13,531 80
Other operating revenue.....	10,545 13	2,308 69
Total operating revenue.....	\$421,860 83	D \$11,223 11
Operating expenses:		
Maintenance of way and structures.....	\$50,195 58	\$1,067 52
Maintenance of equipment.....	58,561 51	1,245 44
Operation of power plant and power purchased.....	84,656 40	10,120 32
Operation of cars.....	95,118 29	5,742 90
Injuries to persons and property.....	33,965 64	6,428 81
Traffic expenses.....	53 90	53 90
Other general expenses.....	14,633 89	D 1,546 35
Total operating expenses.....	\$337,185 21	\$23,112 54
Taxes accrued.....	20,233 81	D 1,943 74
Total revenue deductions.....	\$357,419 02	\$21,168 80
Operating income.....	\$64,441 81	D \$32,391 91
Non-operating income: Miscellaneous rent revenues, \$420; interest revenue, \$2,302.11 (on Hawaiian bonds, \$127.50; in advances to Long Island Electric Railway Co., \$1,450; on bank balances, \$512.11; on corporate stock, City of New York, \$212.50); miscellaneous non-operating revenues, \$4; less non-operating revenue deductions (rent expense), \$73.82.....	2,652 79	D 3,666 46
Gross income applicable to corporate and leased properties.....	\$67,094 60	D \$36,058 37
Deductions from gross income:		
Interest on funded debt.....	\$45,000 00	.....
Rent deductions (track and terminal privileges, \$24,205.12; hire of equipment, \$783; miscellaneous, \$112).....	25,100 12	\$428 54
Total income deductions.....	\$70,100 12	D \$428 54
Net corporate loss.....	\$3,005 52	\$35,629 83
CORPORATE SURPLUS		Amount
Surplus June 30, 1915.....		\$156,178 84
Adjustment of interest accrued previous year.....		17 70
Total credits.....		\$156,196 54
Debit balance for year transferred from income.....	\$3,005 52	
Capital retired — depreciation accrued prior to 1909.....	406 12	
Total deductions.....		3,411 64
Surplus, June 30, 1916.....		\$152,784 90

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges, \$1,800; rent of tracks and terminals, Long Island Electric Ry. Co. for tracks on Rockaway road, \$6,685.13; rent of land and buildings for waiting room, New York avenue, \$120.

Operating Expenses.— For details see Table XIV.

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary

The New York and Long Island Traction Company

to cover such wear and tear and obsolescence and inadequacy as have accrued " during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, " Depreciation of Way and Structures " and " Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account " Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of July 22, 1914, this company filed with the Commission rules of depreciation which provide 3 cents per car mile for maintenance of way and structures and 3½ cents per car mile for maintenance of equipment. Under the above rules \$16,659.32 was debited to Depreciation of way and structures and \$26,645.39 was debited to Depreciation of equipment.

Power Bought, Sold or Exchanged.— Purchased: From Long Island Electric Ry. Co. D. C., 1,041,540 kw. hrs. at 2½ cents, \$26,038.50; from Long Island R. R. Co., D. C., 894,900 kw. hrs. at 1½ cents, \$15,660.75; total, \$41,699.25 (charged to operating expenses). Sold to Freeport R. R. Co., D. C., 48,500 kw. hrs. at 6 cents, \$2,910, whereof \$1,940 is credited to revenue and \$970 is credited to expense.

Joint Facilities.— Nassau Electric R. R. Co., special work, \$53.48, charged to expenses.

Rents Payable Charged to Operating Expenses.— Office building at Hempstead, \$480.

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Real estate.....	\$2,538 49	\$2,621 70	* \$2,538 23	.....
Corporate real property tax.....	3,005 23	2,722 54	* 2,991 89	.....
Special franchise.....	10,240 18	4,495 76	* 5,700 68	.....
Franchise payments, N. Y. City..	6,377 78	5,922 75	6,377 78	.....
Gross earnings, state.....	4,394 36	4,245 87	4,394 36	.....
Federal — income.....	225 19	225 19	225 19	.....
Total.....	\$26,781 23	\$20,233 81	\$22,228 13	.....

Miscellaneous Rent Deductions.— Track and terminal privileges: From Brooklyn, Queens County & Suburban R. R. Co., on Fulton street, Jamaica, \$305.01; Nassau Electric R. R. Co., on Liberty and Grant avenues, \$300; Brooklyn Heights R. R. Co., on Fulton street, Jamaica, \$2,108 12; Long Island Electric Ry. Co., from Belmont Park to Jamaica, \$21,483.56; New York and Queens County Ry. Co., for special cars, \$3.40; total, \$24,205.12.

Hire of Equipment: From New York & Queens County Ry. Co., per diem charges, revenue cars, \$453; 1 sprinkler, \$206; flat car, \$20; Long Island Electric Ry. Co., per diem charges, revenue cars, \$104; total, \$783.

Miscellaneous: From City of New York, for rent on land in Nassau and Queens counties, \$110; Long Island R. R. Co., for rent of two poles, Lynbrook, \$2; total, \$112.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically Operated Surface Line, Overhead Trolley Contact

NAME OF ROAD OR BRANCH	Road	Second track	Sidings and turn-outs	All running track	Increase or (D) decrease
<i>Road owned by respondent [under title in perpetuity]</i> ¹					
Mineola to Grant street, Brooklyn.....	24.85	.....	4.29	29.14	.....
Mineola to junction of Jericho and Hempstead turnpike.....	5.86	.....	.26	6.12	.....
Main street, Hempstead to Belmont Park.....	5.58	.....	.47	6.05	.....
Total.....	36.29	.....	5.02	41.31	.....

¹ Difference between levies and payments is due to rebates for prompt payments, \$14.55, and deductions allowed under section 48 of the Tax Law, \$4,538.55.

² From Company's 1913 annual report.

The New York and Long Island Traction Company
DESCRIPTION OF ROAD AND EQUIPMENT — Concluded

NAME OF ROAD OR BRANCH	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease
<i>Road occupied under trackage rights from independent companies</i>					
Brooklyn, Queens Co. & Suburban Railroad Co.: Fulton street between Washington street and Grand street, Jamaica.....	.40	.40	.....	.80	.....
Nassau Electric Railroad Co.: Grant street and Liberty avenue, Brooklyn..	.10	.10	.....	.20	.....
Total.....	.50	.50	.....	1.00	.....
<i>Road occupied under trackage rights from associated company</i>					
Long Island Electric Railway Co : Fulton and Grand streets, Jamaica, to Belmont park.....	4.05	4.05	.....	8.10	.....
Total trackage rights (entirely within city limits).....	4.55	4.55	.....	9.10	.....
Total track operated.....	40.84	4.55	5.02	50.41	.....
Tracks in Queens County.....	13.76	4.45	1.38	19.59	.....
Tracks in Kings County.....	.28	.10	.18	.56	.....
Tracks in Nassau County.....	26.80	.....	3.46	30.26	.....
Tracks in car houses, shops and yards, 0.68 miles, in Nassau county.					

Details of Track, Roadway and Electric Line Construction

Items	Added during year	Removed during year	At close of year
Ballast:			
Miles of track laid on earth.....	.12	.....	41.99
Ties: *			
Number of wood ties, untreated.....	8,173	8,009	110,912
Miles of track laid on ties.....	.12	.....	41.99
Rail (miles of track): *			
80-lb. 7-inch girder.....	.048	.034	30.47
70-lb. T.....	.112	.112	10.76
111-lb. guard rail.....	.170	.149	.24
73-lb. girder 7-inch.....	.246	.203	.42
105-lb. guard.....	.059	.059	.05
108-lb. guard 7-inch.....	.115	.070	.05
Rail joints (miles of track):			
Bolted plates.....	.12	.....	41.99
Rail bonds (miles of track):			
2-4/7-inch compressed terminal bonds.....	.12	.....	41.99
Paving (miles of track):			
Macadam.....	.....	.....	15.93
Bluestone.....	.....	.....	.20
Asphalt.....	.....	.....	.78
Brick, 18-inch strip.....	.....	.....	.78
Granite block, 18-inch strip with 6-inch of asphalt on Rockaway road.....	.....	.....	1.11
Asphalt, 2-ft. strip, Rockaway road.....	.....	.....	1.76
Asphalt.....	.....	.....	.37
Peekskill gravel.....	.....	.....	1.17

* Ties laid during year, 8,173 yellow pine, cost at distributing point, \$3,625.13; charged to additions and betterments in fixed capital, \$87.51; to operating expenses, \$3,537.62.

* Rails laid during year, 52.804 gross tons; cost, \$2,436.72, less salvage, \$457.75; charged to operating expenses, \$1,908.07; to additions and betterments in fixed capital, \$70.90.

The New York and Long Island Traction Company
Details of Track, Roadway and Electric Line Construction — Concluded

Items	Added during year	Removed during year	At close of year
Poles:			
Number of wood, untreated.....	80	46	2,741
Number of iron.....	5	.....	219
Overhead construction (miles of line):			
Span wire.....	.....	.....	6.72
Side bracket.....	.....	.....	33.93
Trolley wire (miles):			
000 copper grooved.....	.29	.29	81.30
Transmission cables (miles) overhead (voltage 6,600 A. C.):			
4 W. P. 4. conductor.....	.....	.....	5.50
Distribution cables (miles) overhead (voltage 550 D. C.):			
300,000 C. M. Tr. W. P.....	.....	.....	16.81
4/0.....	.....	.....	33.64

Track Structures.—Bridges: Stone, 1, length, 112 feet; iron or steel, 2, aggregate length, 1,206 feet; combination, 5, whereof in New York City, 1; aggregate length, 3,201 feet.

Cars.—Number revenue, 36; service, 8; total, 44; all owned by respondent. (For details; see Table II.)

Power Plant Equipment.—See Table III.

Miscellaneous.—Number of power houses, 1; sub-stations, 1; repair shop and car house (storage), 1; office buildings (rented), 1; passenger stations, 1; transfer points (to respondent's own cars), 4. Miles of telephone line, 36.92; telephone wire, 79.24; telephone dispatching system; an automatic signal system, 6.41 miles.

OPERATING STATISTICS

Operating Ratios.—See Table XV.

Passengers Carried.—8,294,525 fares, whereof 5-cent, 8,001,101; 3½-cent, 262,254; 2½-cent 31,170; transfers, 96,273; free, 1,435. **Car Miles.**—Passenger, 1,672,236 (active, 1,583,148; idle 89,088); special, 950; non-revenue, 27,573. **Car Seat Miles.**—69,005,987. **Car Hours.**—137,282, whereof regular (active and idle) passenger, 137,131; special passenger, 151. (For details of traffic statistics, see Tables V–VIII.)

Power Plant Operation.—Kilowatt hours generated, 4,967,400 A. C.; purchased, 1,936,440 D. C.; sold, 48,500 D. C.; total, used, etc., 6,357,426 D. C. Coal consumed, 8,494 long tons; average price of coal received during the year, \$3.93 per ton. (For details, see Table IV.)

Accidents.—Persons killed, 3; injured, 232 (16 serious and 216 minor). Total amount paid during year for injuries and damages caused by accidents that occurred during year, \$15,895.16; for accidents that occurred in prior years, \$11,017.52. (For details, see Tables X and XI.)

Employees and Wages.—See Table XII.

Officers.—President, C. L. Addison; Vice-President and General Manager, W. O. Wood; Secretary and Treasurer, Frank E. Haff; General Auditor, A. B. Bierck; Auditor, Wm. Hartz; Counsel, J. L. Quackenbush; Claim Agent, A. J. Eaton.

Directors.—C. L. Addison, August Belmont, A. L. Langdon, J. A. McCrea, Ralph Peters, T. P. Shonta, H. H. Vreeland, W. O. Wood, E. J. Berwind.

Main Business Office.—7 and 9 Borden avenue, Long Island City, N. Y.

Report verified by W. O. Wood, Vice-President, September 28, 1916.

THE NEW YORK AND NORTH SHORE TRACTION COMPANY

History.—Incorporated August 6, 1902, under the Railroad Law of 1890 as The Mineola, Roslyn & Port Washington Traction Company. By an order of the Supreme Court of Nassau County, dated July 22, 1907, the company was authorized to change its name to The New York and North Shore Traction Company, which it did on August 26, 1907. [Originally, this company had no rights or franchises within the First District, but by certificate filed in the office of the Secretary of State, January 18, 1908, the company extended its route so as to enter the City of New York.]

Stockholders and Members.—Total voting power of all members of the company, 19,587; each holder of \$50 par value of capital stock having one vote; total number of stockholders, February 11, 1916, date of the latest closing of the stock-book, 191, of whom 30, holding 5,751 votes, were residents of New York State. At the meeting held February 21, 1916, George A. Stanley cast

The New York and North Shore Traction Company

15,753 votes, 2,250 in behalf of himself and 13,503 as proxy for individual members, and George A. Stanley and James A. MacElhinny, as syndicate managers, cast 241 votes.

Important Changes during the Year.—R. W. Emerson resigned as general superintendent, August 15, 1915 and was succeeded by John G. Moran, February 1, 1916; Benjamin R. Duff resigned as claim agent, January 31, 1916, and was succeeded on February 1, 1916, by George F. Orthel. The franchise for the street railway in the Third Ward, Queens, was amended December 28, 1915, by the City of New York in consideration of \$50 paid to it. No additional rights or franchises were acquired.

BALANCE SHEET

June 30, 1915		June 30, 1916	Increase or (D) decrease
ASSETS SIDE			
\$4,168 35	Cash.....	\$1,597 47	D \$2,570 88
10,212 92	Sinking funds uninvested.....	14,709 66	4,496 74
16,000 00	Other special deposits — bond interest.....	23,000 00	7,000 00
11,243 37	Accounts receivable.....	11,176 76	D 66 61
164 14	Interest receivable.....	229 00	64 86
15,392 56	Materials and supplies.....	16,778 05	1,385 49
13,791 74	Miscellaneous investments.....	13,791 74	.....
359,750 04	" Fixed Capital, Dec. 31, 1908 ".....	359,750 04	.....
	Fixed capital installed since 1908:		
72,844 31	Street railway land.....	72,844 31	.....
23,297 03	Intangible street railway capital.....	23,347 03	50 00
1,154,799 69	Tangible street railway capital.....	1,156,825 83	2,026 14
1,610,691 07	Total fixed capital — gross.....	1,612,767 21	2,076 14
.....	Less accrued amortization.....	3,752 66	3,752 66
1,610,691 07	Total fixed capital — net.....	1,609,014 55	D 1,676 52
5,289 26	Prepayments.....	2,786 03	D 2,503 23
104,106 14	Unamortized debt discount and expense.....	103,469 76	D 636 38
31,464 11	Suspense.....	25,528 89	D 5,935 22
<u>\$1,822,523 66</u>	Total.....	<u>\$1,822,081 91</u>	<u>D \$441 75</u>
LIABILITIES SIDE			
\$272 08	Taxes accrued.....	\$815 71	\$543 63
862 77	Accounts payable.....	409 74	D 453 03
10,000 00	Interest accrued on funded debt.....	10,000 00	.....
2,302 60	Due for wages.....	518 25	D 1,784 35
800,000 00	Mortgage bonds.....	800,000 00	.....
8,850 00	Sinking fund reserve.....	12,210 00	3,360 00
17,894 93	Casualties and insurance reserve.....	17,334 02	D 560 91
979,350 00	Common stock.....	979,350 00	.....
2,991 28	Corporate surplus.....	1,444 19	D 1,547 09
<u>\$1,822,523 66</u>	Total.....	<u>\$1,822,081 91</u>	<u>D \$441 75</u>

Contingent Liabilities.—None.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:	Gross value	Same less depreciation
Real property outside streets and public places.....	\$408,109 75	\$152,358 00
Real property in streets — tangible.....	481,330 00	259,007 00
Tangible personal property.....	141,078 05	81,706 05
<hr/>		
Assessed valuation for 1916 taxes:	Queens Co.	Nassau Co.
Real property outside streets and public places.....	\$111,500 00	\$48,960 00
Real property (tangible and intangible) in streets.....	151,300 00	63,000 00
<hr/>		

DETAILS OF ASSETS AND LIABILITIES

" Fixed Capital, December 31, 1908." — Engineering and superintendence, \$34,651.59; right of way, \$12,052.86; real estate used in operation of road, \$5,610; track and roadway construction, \$170,223.17; (grading, \$21,261.55; ties, \$20,051.06; rails, rail fastenings and joints, \$52,356.46;

¹ Details in parentheses taken from company's 1914 annual report.

The New York and North Shore Traction Company

special work, \$8,260.31; track laying and surfacing, \$41,711.70; paving, \$26,582.09; electric line construction, \$41,402.81; poles and fixtures, \$6,898.57; distribution system, \$34,504.24; sub-station, \$4,309; buildings and fixtures used in operation of road, \$11,715.71; (general office buildings and fixtures, \$2,797.32; shops and car houses, \$8,918.39); shop tools and machinery, \$4,751.44; cars, \$24,639.90; electric equipment of cars, \$16,672.88; miscellaneous equipment, \$1,121.50; organization, \$8,975; interest and discount, \$7,507.52; miscellaneous, \$16,116.53 (law expenditures during construction, \$10,116.01; injuries during construction, \$33; taxes during construction, \$12.50; miscellaneous, \$5,955.02), total, \$359,750.04. No change during the year.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchises.....	\$50 00			\$12,050 00
Other intangible street railway capital				11,297 03
Right of way.....				53,162 66
Other street railway land.....				19,681 65
Grading.....				51,762 88
Ballast.....				3,666 51
Ties.....	160 27			40,588 32
Rails, rail fastenings and joints.....				180,150 13
Special work.....				32,938 76
Track laying and surfacing.....				68,263 91
Paving.....				94,639 52
Bridges, trestles and culverts.....				19,228 99
Crossings, fences and signs.....				8,203 31
Interlocking and other signal apparatus.....				1,052 04
Telephone and telegraph lines.....				1,593 67
Poles and fixtures.....				38,617 19
Transmission system.....				32,000 67
Distribution system.....	12 19			47,556 42
Dams, canals, and pipe lines.....				5 62
Power plant buildings.....	8 13			107,395 50
Sub-station buildings.....				5,100 80
General office buildings and fixtures.....				2,587 44
Shops and car houses.....				2,490 09
Stations, waiting-rooms and mis- cellaneous buildings.....	170 94			1,660 16
Docks and wharves.....				3,886 70
Furnaces, boilers and accessories.....	61 29			43,983 74
Steam engines.....				11,046 39
Power plant, electric equipment....				64,852 98
Miscellaneous power plant equipment	127 21			1,306 27
Sub-station equipment.....				11,175 91
Shop equipment.....	15 71			798 57
Revenue cars.....				55,129 21
Electric equipment of cars.....	45 88			47,319 40
Other rail equipment.....	\$ 1,424 52			7,190 76
Miscellaneous equipment.....				3,610 14
Engineering and superintendence...				23,415 94
Law expenditures during construction				58,246 72
Injuries during construction.....				1,098 34
Taxes during construction.....				7,347 75
Interest during construction.....				42,800 00
Miscellaneous construction expendi- tures.....				34,115 06
Total.....	\$2,076 14			\$1,253,017 17

⁴ Paid in consideration of amendment of franchise in Third Ward, Queens.

⁵ One Wason snow plow installed during year.

The New York and North Shore Traction Company

Miscellaneous Investments.— The company owns \$15,000 corporate stock of the City of New York maturing 1954; interest, 3½%; actual money cost, at which figure it is carried on the books, \$13,791.74; income accrued during year, \$525. (This stock is held by the comptroller of the City of New York as security for the performance of obligations undertaken by the Traction Company under its franchises from the city.)

Sinking Funds Uninvested.— For amortisation of property in streets which will revert to the City of New York at expiration of franchise, \$12,210; for amortisation of debt discount and expense, \$2,499.66.

Materials and Supplies.— Power-house coal, lubricants, etc., \$3,186.60; rails, rail fastenings, joints, ties, etc., \$5,917.52; line material, wire, poles, overhead material, \$3,140.25; rolling stock, gears, wheels, etc., \$3,246.65; anthracite coal, \$521.90; miscellaneous material, \$765.13; total, \$16,778.05.

Prepayments.— Taxes, \$1,895.17; insurance, \$315.86; rents, \$75.00; total, \$2,786.03.

Suspense.— Difference between liability and stocks and bonds issued under Case 1398, \$5,544.95; losses due to failure to build road as per Case 1398 and sale of wire under same case, and amount transferred from Unamortized debt discount and expense, \$19,920; N. Y. and Nassau Construction Company, dissolution advertisement, \$13.94, and registered office fee, \$50; total, \$25,528.89.

Unamortized Debt Discount and Expense.— Unamortized balance, June 30, 1915,* \$104,106.14; balance of expense incurred in issue of \$800,000 bonds (transferred from suspense), \$705.68; total debits, \$104,811.82. Amount written off during the year, \$1,342.06; whereof charged to income, \$1,136.74; whereof charged to surplus, \$205.32; unamortized balance, June 30, 1916, \$103,469.76.

Securities		
Particulars of Stock and Funded Debt	Common stock	First mortgage bonds
Nominal date of issue.....	_____	Apr. 1, 1914
Date of maturity.....	_____	Apr. 1, 1954
Interest, rate and dates.....	_____	5%, Apr. & Oct.
Denominations.....	1 share = \$50, \$100, \$500, \$1,000	
Authorized by company.....	\$1,250,000	\$3,000,000
By public authority.....	979,350	800,000
Actually issued, prior to year.....	979,350	800,000
Cash realized.....	18,000	.....
Property consideration.....	961,350	702,500
Discount.....	.....	97,500
Actually outstanding.....	979,350	800,000
Interest accrued and dividends declared.....	.....	40,000
Interest charged to income.....	_____	40,000
Interest and dividends paid.....	.....	40,000
Interest and dividends not due.....	.....	10,000
Trustee under mortgage.....	_____	Citizens Savings and Trust Co. of Cleveland, O., and Edwin V. Hall

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Accrued amortisation of capital reserve: Credits during year, \$3,752.66; balance, June 30, 1916, \$3,752.66. Sinking fund reserve: For the amortisation of \$383,191.40, expenditures for property which will revert to The City of New York at the expiration of the franchises. The company has established a cumulative sinking fund in accordance with orders of the Commission in cases No. 1398 and No. 1770, into which payments were made from June 30, 1913, to January 1, 1914, at the rate of \$2,700 per annum, and thereafter at the rate of \$3,036 per annum (the increase was necessitated by acquisition of \$41,191.40, additional property). Balance, Jul 1, 1915, \$8,850; credits during the year: \$3,036 provided for, as above, and interest on fund, \$324; total, \$3,360, charged to Income; balance, June 30, 1916, \$12,210.

Casualties and insurance reserve: Balance, July 1, 1915, \$17,894.93; credits during the year, \$3,326.89; debits during the year, \$3,887.80; balance, June 30, 1916, \$17,334.02.

*See Securities below for particulars of funded debt, including discount suffered, etc.

The New York and North Shore Traction Company
INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Transportation revenue.....	\$165,627 10	D \$2,896 50
Advertising privileges.....	720 00	.....
	<hr/>	<hr/>
Total operating revenue.....	\$166,347 10	D \$2,896 50
	<hr/>	<hr/>
Operating expenses:		
Maintenance of way and structures.....	\$10,317 78	\$563 70
Maintenance of equipment.....	13,934 95	3,675 88
Operation of power plant.....	24,943 65	D 568 14
Operation of cars.....	32,651 66	D 2,470 29
Injuries to persons and property.....	6,618 03	D 2,806 58
Traffic expenses.....	05	D 36 20
Other general expenses.....	14,871 30	D 964 23
	<hr/>	<hr/>
Total operating expenses.....	\$103,837 42	D \$2,605 86
Taxes accrued.....	14,385 66	D 159 38
	<hr/>	<hr/>
Total revenue deductions.....	\$117,723 08	D \$2,765 24
	<hr/>	<hr/>
Operating income.....	\$48,624 02	D \$131 26
Non-operating income: Interest on corporate stock, City of New York, \$525; interest on bank balances and sinking funds, \$800.14.	1,325 14	405 13
	<hr/>	<hr/>
Gross income applicable to corporate and leased properties.....	\$49,949 16	\$273 87
Deductions from gross income: Interest accrued on funded debt, \$40,000; sinking fund accruals, \$3,360; amortization of debt discount and expense, \$1,136.74; miscellaneous rent deductions, \$300.....	44,796 74	253 04
	<hr/>	<hr/>
Net corporate income.....	\$5,152 42	\$20 83
	<hr/>	<hr/>

	Amount
CORPORATE SURPLUS	
Surplus, June 30, 1915.....	\$2,991 28
Balance for year transferred from income.....	5,152 42
Credit for material purchased and returned — applicable to prior period.....	25 00
	<hr/>
Total credits.....	\$8,168 70
Amount of suspense chargeable to surplus according to order of P. S. C. in case No. 1398.....	\$1,920 00
Adjustment of credit erroneously made in 1915, account of sus- pense.....	2,400 00
Amortization of difference between liability and stocks and bonds issued under case No. 1398.....	994 68
New York State tax on excess dividends, applicable to 1914.....	706 50
Adjustment of error in charging, through taxes accrued, federal income tax withheld at source.....	282 79
Tax lien paid to Interborough Tax Lien Corporation on property situated at East Side Alley Creek, Douglaston.....	215 22
Amortization of debt discount and expense.....	205 82
	<hr/>
Total deductions.....	\$6,724 51
	<hr/>
Surplus, June 30, 1916.....	\$1,444 19
	<hr/>

Operating Revenues.— For details, see Table XIII.

Operating Expenses.— For details, see Table XIV.

The New York and North Shore Traction Company

Depreciation.—The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortisation of Capital," the official title of the depreciation reserve. Under date of September 4, 1915, this company filed with the Commission rules of depreciation effective as of July 1, 1915, which provide 1½ per cent of gross receipts for depreciation of way and structures and ½ per cent of gross receipts for depreciation of equipment. Under the above rule, \$2,495.12 was debited to depreciation of way and structures, \$1,257.54 was debited to depreciation of equipment.

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Real estate.....	\$3,369 51	\$3,046 75	\$3,369 51	.....
School.....	917 59		917 59	.....
Special franchise.....	1,439 04		1,439 04	.....
Gross earnings — city.....	3,898 99	4,615 86	3,898 99	.....
Gross earnings — state.....	1,692 44	1,663 42	1,692 44	.....
Internal revenue — federal.....	59 63	59 63	59 63	.....
Total.....	\$11,377 20	\$14,885 66	\$11,377 20	.....

Miscellaneous Rent Deductions.—For strip of land occupied by poles and track, west of Alley creek, Douglaston, \$300.

Sinking Fund Accruals.—For amortisation of property in streets which will revert to the City of New York, charged to income, \$3,036; interest on fund, \$324, total, \$3,360.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically Operated Surface Line, Overhead Trolley Contact

NAME OF BRANCH	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease
NASSAU COUNTY					
Road owned by respondent under limited term franchise					
Port Washington to Roslyn ¹	3.90	.....	.09	3.99	.....
Hicksville to city line at Little Neck ¹	16.64	.....	.42	17.06	.....
Borough of Queens					
Flushing to city line at Little Neck ²	6.62	5.49	.....	12.11	.....
Flushing to Whitestone ³	2.26	2.26	.....	4.52	.....
Total owned and maintained.....	29.42	7.75	.51	37.68	.....
Road occupied under trackage rights from independent company ⁴					
New York and Queens County Ry. Co.: Broadway, Flushing, from Main street to Prince street.....	.04	.....	.....	.04	.....

Track in car houses, shops and yards, 0.400 miles, of which 0.27 is in Nassau county and 0.13 in Queens county.

¹ [The franchise Port Washington to Roslyn is for 50 years from 1907; the franchise, Hicksville to city line is 99 years from 1908; both without provision for extension in time.— Copies on file in the Franchise Bureau of the Commission.]
² The contracts with the City of New York [dated February 1 and April 14, 1909], provide that at the termination of franchise (25-year-term), or the renewal thereof (25 years more) "the tracks and equipments constructed pursuant to this contract within the streets, avenues and highways shall become the property of the city without cost."
³ No compensation.

The New York and North Shore Traction Company
Details of Track, Roadway and Electric Line Construction

Item	Added during year	Removed during year	At close of year
Ballast:			
Miles of track laid on gravel and dirt mixed.....			38 03
Ties: ¹⁰			
Number of wood ties, treated.....			5,418
Number of wood ties untreated.....	2,542	2,542	95,179
Miles of track laid on ties.....			38 03
Rail (miles of track):			
Pennsylvania, Sec. 73-275, 7-inch steel girder, 60 ft. lengths.....			10.002
A. S. C. E., 5-inch, 80-lb. " T " rail, 60 ft. lengths.....			6.2
Cambria, 4½-inch, 60-lb. " T " rail, 30 ft. lengths.....			27
Lorain S. Co., Sec. 103-426, 7-inch girder, 60-62 ft. lengths.....			20.739
Lorain S. Co. Sec. 127-397, 7-inch girder, 27 ft. lengths....			.449
Rail joints (miles of track):			
Bolted plates.....			38.05
Electric weld.....			21.218
Rail bonds (miles of track):			
4/0 capacity, 10 inches long, compressed terminal.....			16.872
Paving (miles of track):			
Macadam.....			6 52
Wood block and asphalt.....			.08
Brick.....			.31
Granite block.....			.39
Granite block and Belgian.....			.12
Asphalt (with granite and Belgian block).....			.30
Asphalt.....			.07
Granite and asphalt.....			1 00
Poles: Total number.....			2,605
Whereof wood, treated.....		51	1,529
Whereof wood, untreated.....	51		62
Whereof steel.....	1	1	1.024
Overhead construction: Miles of line.....			29.86
Whereof span wire.....			12.48
Whereof side bracket.....			17.38
Trolley wire (miles):			
4/0 grooved copper — 2 wires.....			29.04
4/0 grooved copper — 1 wire.....			.62
Transmission cables — overhead (voltage 6,600) (miles):			
3 cond. No. 2-15 Ga. R. C. W. P. in lead cable.....			2.00
3 cond. No. 2-15 Ga. R. C. W. P. cable.....			3.64
Distribution cables — overhead (voltage average of 575) (miles):			
1 conductor, 1,000,000 C. M. leaded armored.....			.05
2 conductors, 500,000 C. M.....			4 66
1 conductor, W. P. 500,000 C. M.....			5 70
1 conductor, W. P. 350,000 C. M.....			3 36

Track Structures.— Bridges, one steel, 30 feet long; one concrete and steel, 740 feet long; three wood and steel, aggregate length, 277 feet; overhead highway crossings, 2; length, 60 feet.

Cars.— Semi-convertible motor cars, 19 (of which 6 have prepayment platforms), snow plows,¹¹ 1; sweepers, 1; sprinkler, 1; total, 22. (For details, see Table II.)

Power Plant Equipment.— See Table III.

Miscellaneous.— Number of power houses, 1; sub-stations, 1; repair shops, 1; car houses, service, 2; office buildings, 2; transfer points, 2. Owns and operates 21.9 miles of two-wire telephone line, total, 43.8 miles of wire. Signal system, Keystone block system, operated by motormen with key.

¹⁰ Ties laid during year, 2,547, whereof 2,215 were chestnut, hewed, costing at distributing point, \$938.38, charged to operating expenses; 327 were oak, costing \$124.26, charged to operating expenses. All laid within New York State. Cost of creosoting 318 ties, \$160.27, previously charged to operating expenses, was transferred to fixed capital.

¹¹ In addition, one motor car is available for conversion to a snow plow car and at times is so converted.

The New York and North Shore Traction Company
OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Revenue passengers, 2,901,530 (whereof 15-cent, 44,812; 10-cent, 320,838; 5-cent, 2,519,800; 2½-cent, 16,080); transfers, 159,455; employees and others carried free, 33,589.

Car Miles.— Passenger, active, 607,750; idle, 2,138; special, 616; total revenue, 610,504; non-revenue, 5,044. *Car-seat Miles.*— 29,172,000. *Car Hours.*— Passenger, active and idle, 56,516; special, 99; total, 56,615. (For details of traffic statistics, see Tables V-VIII.)

Power Plant Operation.— Kilowatt hours generated, A. C., 2,758,200; D. C., (est'd) 72,000; lost in conversion and transmission, 568,261. Coal consumed, 4,779.863 gross tons; cost, \$14,907.04.¹² (For details, see Table IV.)

Accidents.— Total number of persons injured: In first P. S. C. district, 17; outside of first district, 1; total, 18. Total paid during year for injuries and damages caused by accidents that occurred during the year, \$76.55; for accidents that occurred in prior years, \$2,605.60. (For details of accidents, see Tables X and XI.)

Employees and Wages.— (See Table XII.)

Officers.— President and General Manager, Geo. A. Stanley; Vice-President, B. A. Hegeman, Jr.; Secretary and General Counsel, James A. MacElhinny; Treasurer, Geo. F. Scofield; Assistant Treasurer, Assistant Secretary, Auditor, General Superintendent and Purchasing Agent, John G. Moran; Claim Agent, George F. Orthel.

Directors.— George A. Stanley, Geo. F. Scofield, Benj. A. Hegeman, Jr., John G. Moran, Endoise Barnett, James A. MacElhinny, J. H. Bogart, W. J. Courtney, George F. Orthel.

Main Business Office.— Roslyn, Nassau county, N. Y.

Report verified by George A. Stanley, President, October 6, 1916.

NEW YORK AND QUEENS COUNTY RAILWAY COMPANY

History.— Incorporated June 5, 1902, under the Railroad Laws, Chapter 565, Laws of 1890, as a consolidation of the Queens Railway Co. and the New York & Queens County Railway Co. The Queens Railway Co. was incorporated May 22, 1902. The New York & Queens County Railway Company was incorporated June 26, 1896. On June 29, 1896, the latter company acquired from William R. Heath the property and franchise formerly held by the Long Island City and Newtown R. R. Co., which he had purchased at foreclosure. By certificates of merger filed with the Secretary of State in 1896, the company acquired the property and franchises of other companies.¹ A reorganization was effected as of June 30, 1899, whereby the consolidated mortgage indebtedness of \$2,500,000 at five per cent was decreased to \$1,300,000 at four per cent. In 1906 the company executed a first and refunding mortgage for \$10,000,000. The bonds are unsold but \$2,086,828.27 are held as collateral by the Interborough Rapid Transit Co. and \$160,000 are held in the treasury.

The Interborough Rapid Transit Co. acquired control of this company, through the purchase of a majority of its capital stock, on December 29, 1903.

Stockholders and Members.— Total voting powers of all members, 32,350, each holder of \$100 par value of the stock having one vote. Total number of stockholders June 30, 1916, 34, of whom 13, having 32,073 votes, were residents of New York State. Total votes cast at the last general meeting, July 21, 1915, 32,127, all of which were cast by W. O. Wood and A. G. Peacock as joint proxies — 10 on behalf of W. O. Wood,² 31,948 on behalf of the Interborough Rapid Transit Co., and 169 on behalf of individual members.

Important Changes during the Year.— Corona trestle, Summit to Jackson avenue, abandoned; distance 1.09 miles, involving also a decrease of .228 mile in sidings and turnouts and .05 mile of second track. D. W. Ross elected Vice-President in charge of contracts and supplies, May 23, 1916.

BALANCE SHEET			
June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$56,852 20	Cash.....	\$50,307 66	D \$6,544 54
61,464 67	Special deposits.....	62,996 39	1,531 72
* 23,316 36	Accounts receivable.....	8,361 02	D 19,955 34
318 75	Interest and dividends receivable.....	434 18	115 43
82,259 21	Materials and supplies.....	123,296 44	41,037 23
30,675 00	City of New York, corporate stock.....	30,675 00	.....
8,136,135 38	"Fixed Capital, December 31, 1908".....	8,088,486 22	D 47,649 16

¹² After deducting \$2.25 received for cinders sold.

¹ [Nineteen underlying or predecessor companies, all told, have been consolidated or merged with the respondent. See P. S. C. Annual Report, 1913, Vol. V, p. 826, and chart No. 3.]

² [The Interborough Rapid Transit Co. reported owning June 30, 1916, 32,048 shares.]

New York and Queens County Railway Company

BALANCE SHEET — *Concluded*

June 30, 1915	ASSETS SIDE — <i>Concluded</i>	June 30, 1916	Increase or (D) decrease
	Fixed capital installed since 1908:		
\$771 47	Street railway land.....	\$1,271 47	\$500 00
8,008 72	Intangible street railway capital.....	8,008 72	.....
541,332 09	Tangible street railway capital.....	593,119 18	51,787 09
8,680,247 66	Total fixed capital — gross.....	8,690,885 59	4,637 93
8,634 36	Less accrued amortization.....	863,769 77	255,135 41
8,677,613 30	Total fixed capital — net.....	8,427,115 82	D 250,497 48
* 884 34	Temporary advances to associated companies.	11,133 35	10,269 01
19,786 02	Prepayments.....	40,989 48	21,203 46
.....	Suspense.....	42,438 91	42,438 91
1,603,077 16	Corporate deficit.....	1,925,345 36	322,268 20
<u>\$10,556,227 01</u>	<u>Total.....</u>	<u>\$10,718,093 61</u>	<u>\$161,866 60</u>
LIABILITIES SIDE			
\$20,354 02	Taxes accrued.....	\$21,892 96	\$1,538 94
500 00	Matured funded debt unpaid.....	500 00	.....
* 3,948,832 52	Due associated companies.....	4,206,717 54	257,885 02
* 73,285 93	Miscellaneous accounts payable.....	89,352 55	16,066 62
* 59,118 34	Interest accrued on funded debt.....	60,453 34	1,335 00
190,454 25	Interest accrued on unfunded debt.....	72,170 17	D 118,284 08
* 3,679 67	Interest accrued on matured funded debt...	3,763 90	84 23
16,777 23	Rents accrued.....	16,849 23	72 00
8,005 74	Due for wages and salaries.....	11,172 57	3,166 83
219 31	Other unfunded debt.....	221 35	2 04
3,000,000 00	Funded debt: Mortgage bonds.....	3,000,000 00	.....
3,235,000 00	Capital stock.....	3,235,000 00	.....
<u>\$10,556,227 01</u>	<u>Total.....</u>	<u>\$10,718,093 61</u>	<u>\$161,866 60</u>

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:	Gross value	Same less depreciation
Real property outside streets and public places.....	\$1,007,923 00	\$767,697 00
Real property in streets — tangible.....	1,945,259 32	1,359,332 47
Tangible personal property.....	1,312,163 00	.....
Assessed valuation for 1916 taxes:	Queens	Manhattan
Real property outside streets and public places.....	\$742,450 00	.....
Real property (tangible and intangible) in streets.....	1,335 000 00	\$35,340 00

DETAILS OF ASSETS AND DEBIT BALANCES

"Fixed Capital, December 31, 1908"

ITEM	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Purchase of constructed roads.....	\$4,612,045 78	.....	\$4,612,045 78
Right of way.....	30,543 59	.....	30,543 59
Real estate used in operation of road.....	67,156 04	.....	67,156 04
Track and roadway construction.....	989,234 05	\$46,919 16	942,314 89
Electric line construction.....	594,576 09	.....	594,576 09
Buildings and fixtures used in operation of road..	389,798 65	.....	389,798 65
Power plant equipment.....	344,840 95	.....	344,840 95
Shop tools and machinery.....	21,334 98	130 00	21,204 98
Cars and electric equipment of cars.....	1,065,060 80	600 00	1,064,460 80
Organization.....	10,667 35	.....	10,667 35
Miscellaneous.....	10,877 10	.....	10,877 10
Total.....	<u>\$8,136,135 38</u>	<u>\$47,649 16</u>	<u>\$8,088,486 22</u>

* Disagreement with 1915 figures is on account of a reclassification made by the company.

New York and Queens County Railway Company

Details of Capital Withdrawn.— Abandonment of Corona trestle, extending from Summit avenue to Jackson avenue, a distance of 1.09 miles, \$46,919.16; one old bolt cutting machine retired, \$130; dump cars (4) retired, \$600; total, \$47,649.16.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or with-drawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and re-placements		
Street railway franchises.....				\$3,000 00
Other intangible street railway capital.....				5,008 72
Other street railway land.....	\$500 00			1,271 47
Grading.....				11,244 85
Ballast.....				485 23
Ties.....				3,462 12
Rails, rail fastenings, and joints.....	1,396 21			19,841 54
Special work.....				5,881 70
Track laying and surfacing.....				16,188 75
Paving.....	12,083 59			189,258 85
Roadway tools.....	16 48			4,778 38
Bridges, trestles and culverts.....				279 86
Crossings, fences and signs.....				335 75
Interlocking and other signal apparatus....				4,689 39
Telephone and telegraph lines.....				359 13
Poles and fixtures.....	672 72			3,817 93
Underground conduits.....	147 21			185 96
Transmission system.....	14,135 51			55,515 05
Distribution system.....	1,479 88			25,065 82
Sub-station buildings.....	226 78			1,985 23
General office buildings and fixtures.....				543 87
Shops and car houses.....				2,461 03
Stations, waiting rooms and miscellaneous buildings.....				6,142 97
Sub-station equipment.....	20,644 48			47,681 64
Shop equipment.....	466 65			9,642 33
Revenue cars.....	435 60			119,253 39
Electric equipment of cars.....	80 00			55,006 01
Other rail equipment.....				709 26
Miscellaneous equipment.....				6,796 14
Miscellaneous construction expenditures...	1 98			1,507 00
Total.....	\$52,287 09			\$602,399 37

Details of Expenditures for Improvements.— College Point Causeway, \$1,896.21; paving: College Point, \$11,281.59; Steinway avenue, \$797; one 1,500 K. W. rotary and three transformers and one fan motor, \$19,812.28; emergency feeder connection between Long Island Railroad and respondent at Flushing, \$2,557.54; cable from 59th street power house to Purvis street sub-station, \$13,840.02; Queensborough bridge outside rail, \$782.15; minor projects, \$1,815.30. Total, \$52,287.09.

Equipment Retired during the Year.— Four service cars, \$600; whereof charged to salvage, \$53.74; to accrued amortization of capital, \$231.77; to surplus, \$314.49.

Miscellaneous Investments.— City of New York corporate stock, 4½ per cent issued 1912, maturing 1962, \$30,000, acquired June 30, 1914; cost and book value, \$30,675; income accrued during the year, \$1,275. Deposited with the State Industrial Commission.

Advances to Associated Companies.— To New York and Long Island Traction Company: Amount at beginning of year, \$43.49; advanced during the year, \$8,756.22; amount at close of year, \$8,799.71. To Long Island Electric Railway: Amount at beginning of year, \$201.87; advanced during year, \$2,131.77; amount at close of year, \$2,333.64. To Interborough Rapid Transit Company: Amount at beginning of year, \$618.98; reimbursed during year, \$618.98; amount at close of year, none.

Special Deposits.— Coupon special deposits, \$46,620; deposit with the City of New York on account of franchise, \$9,112.49; State Industrial Commission, \$3,000; Drexel & Co., on account of L. I. C. & N. R. R. Co. bond, \$4,263.90; total, \$62,996.39.

New York and Queens County Railway Company

Materials and Supplies.—Supplies for repairs of cars, electrical equipment of cars, track and line, \$123,296.44. This includes \$10,443.61 salvage value of cars destroyed and of the abandoned Corona trestle.

Prepayments.—Taxes, \$18,098.75; insurance, \$22,640.73; rent, \$250.00; total, \$40,989.48.

Suspense.—Expenditures made by the Interborough Rapid Transit Co. on cable, and in connection with the Purvis street sub-station, held in suspense until work is completed, amounting to \$42,438.91.

DETAILS OF LIABILITIES AND CREDIT BALANCES

Capital Stock.—Common, authorized by company, 50,000 shares of \$100 par value each; amount issued, 32,350 shares of a par value of \$3,235,000; cash realized, \$887,900; the remaining \$2,347,100 issued for property; amount outstanding June 30, 1916, \$3,235,000; none held by or on behalf of respondent; no dividends declared or paid during the year.

Particulars of Funded Debt	Funded Debt					New York & Queens County Ry. Co's first and refunding mortgage bonds
	Steinway Ry. Co's bonds	Newtown Ry. Co's bonds	Flushing & College Point Ry. Co's bonds	New York & Queens County Ry. Co's consolidated mortgage bonds		
Nominal date of issue...	July 1, 1892	Dec. 1, 1894	April 30, 1895	June 29, 1896		Nov. 1, 1905
Date of maturity.....	July 1, 1922	Dec. 1, 1924	April 30, 1925	June 29, 1946		Nov. 1, 1936
Interest, rate and dates.	6% J. & J.	5% J. & D.	5% J. & D.	4% A. & O.		4% M. & N.
Denominations.....	\$1,000	\$1,000	\$1,000	\$1,000		\$1,000
Authorized by company.	1,500,000	150,000	125,000 00	3,000,000		10,000,000
By public authority..	1,500,000	150,000	125,000 00	3,000,000		8,000,000
Only nominally issued..	.....	.....	.....	.....		\$ 2,186,827
Held free.....	.....	.....	.....	.....		100,000
Pledged.....	.....	.....	.....	.....		2,086,827
Actually issued prior to year.....	1,500,000	150,000	50,000 00	1,300,000		.....
Cash realized, etc....	N. R.	N. R.	N. R.	N. R.		.....
Actually outstanding...	1,500,000	150,000	50,000 00	1,300,000		.....
Interest accrued.....	90,000	7,500	2,500 00	52,000		.....
Charged to income.....	90,000	7,500	2,500 00	52,000		.....
Interest paid.....	89,940	7,500	2,425 00	50,800		.....
Interest not due.....	.....	625	208 34	13,000		.....
Interest matured and unpaid.....	45,270	50	100 00	1,200		.....
Trustees under mortgages.....	Guaranty Trust Co.	New York Trust Co.	New York Trust Co.	Mercantile Trust Co.		Windsor Trust Co

Long Island City & Newtown R. R. Co. matured bonds outstanding, \$500.⁴

⁴ [So reported by the company. Correct amounts should evidently be as follows: Flushing & College Point, bonds, \$50,000; consolidated mortgage bonds, \$1,300,000.— P. S. C.]

⁵ None of these bonds have been issued for cash; but bonds to the amount of \$2,186,827.28 have been certified and delivered by the trustee. Of this, \$2,086,827.28 have been issued by the company as collateral security for loans made to it by the Interborough Rapid Transit Company, the proceeds of which have been expended for additional construction and equipment. The remaining \$100,000 of said bonds are in the treasury of the company.

⁶ [By deed dated May 9, 1896, the Long Island City and Newtown Railroad Company was sold to Wm. R. Heath. The mortgage under which this sale was held was to secure \$100,000 bonds and the Long Island Loan & Trust Company was trustee under the mortgage. By deed dated June 29, 1896, Wm. R. Heath conveyed the property franchises, etc., of the Long Island City & Newtown Railroad Company to the newly organized New York & Queens County Railway Company. Drexel & Company were the fiscal agents appointed to look after the outstanding bonds of the Long Island City & Newtown Railroad Company. Subsequently all of the bonds with the exception of one were taken up. There is now on deposit with Drexel & Company \$4,263.80, to take up the bond and pay the interest due on the attached coupons. Bond matured January 1, 1905. — From prior annual reports.]

New York and Queens County Railway Company

Bills and Accounts Owing to Associated Companies.—Loans from Interborough Rapid Transit Co., bearing 5 per cent interest, \$2,383,306.73; interest accrued during year, \$119,165.34; interest paid, \$237,449.42; on open account, \$1,823,175.88; Long Island Electric Ry. Co., on open account, \$185.15; New York & Long Island Traction Co., on open account, \$49.78; total, \$4,206,717.54.

Taxes Accrued.—See schedule supporting Income Statement.

Reserves.—Accrued amortization of capital: Credit balance, June 30, 1915, \$8,634.36; credited to reserve and charged to maintenance of way and structures, \$225,327.39; credited to reserve and charged to maintenance of equipment, \$40,998.58; charged to reserve and credited to fixed capital, \$11,190.56; credit balance, June 30, 1916, \$263,769.77.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Revenue from transportation.....	\$1,423,008 90	\$76,703 15
Other operating revenues.....	12,755 69	D 5,979 62
Total operating revenues.....	\$1,435,764 59	\$70,723 53
Operating expenses:		
Maintenance of way and structures.....	368,825 40	D 1,827 60
Maintenance of equipment.....	184,412 70	D 913 80
Power.....	203,596 77	D 7,410 08
Operation of cars.....	423,161 95	20,999 02
Injuries to persons and property.....	135,865 74	34,735 49
Traffic expenses.....	359 00	359 00
Other general expenses.....	62,737 01	D 1,061 70
Total operating expenses.....	\$1,378,958 57	\$44,880 33
Taxes accrued.....	53,780 75	4,768 10
Total revenue deductions.....	\$1,432,739 32	\$49,648 43
Operating income.....	\$3,025 27	\$21,075 10
Non-operating income: Rent, power house, Astoria, \$1,500, interest on bank balances, \$1,912.30; on New York city corporate stock, \$1,275; less non-operating revenue deductions (taxes, \$1,377.76, and expenses, \$1,153.08, on Astoria power house), \$2,530.84.....	2,156 46	150 73
Gross income applicable to corporate and leased properties.....	\$5,181 73	\$21,225 83
Deductions from gross income:		
Interest accrued on funded debt, \$152,000.00; interest on obligations to associated companies, \$119,165.34; track and terminal privileges, \$23,434.52; hire of equipment, \$4,723.71; rent, private right of way, \$250; income tax on tax-free bonds, \$178.20.....	299,751 77	3,443 62
Net corporate loss.....	\$294,570 04	\$17,782 21
CORPORATE DEFICIT		Amount
Deficit, June 30, 1915.....		\$1,603,077 16
Loss for year, transferred from income.....		294,570 04
Property retired: Bolt cutting machine, four dump carts, Corona trestle.....		26,007 49
Taxes (to 1900) and rents (to 1910).....		1,796 92
Total debits.....		\$1,925,451 61
Additions to surplus:		
Adjustment of interest amounts, year 1915.....		106 25
Deficit, June 30, 1916.....		\$1,925,345 36

Operating Revenues.—For details, see Table XIII.

Operating Rents Receivable.—Advertising privileges, \$8,250.

New York and Queens County Railway Company

Other car and waiting room privileges: Weighing machine, \$3.25

Rent of land and buildings, waiting room at Flushing and Woodside, \$360.

Rent of equipment: Rent of cars to New York & Long Island Traction Co., \$679; to Long Island Electric Ry. Co., \$48.50; others, \$15; total, \$742.50.

Rents of tracks and terminals: Rent of tracks to Manhattan & Queens Traction Co., \$183.29; others, \$25.30; total, \$208.59.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of August 19, 1914, this company filed with the Commission rules of depreciation which provide 6 cents per car mile for maintenance of way and structures and 3 cents per car mile for maintenance of equipment, respectively. Under these rules \$225,327.39 was charged to Depreciation of way and structures and \$40,998.58 to Depreciation of equipment.

Power Bought and Sold

Name of Company	Total kw. hrs. delivered	Average price per kw. hr. (cents)	Total credited to revenue	Total debited to expense
<i>Power bought</i>				
Interborough Rapid Transit Co., A. C..	25,868,388	.75	.....	\$194,012 94
Long Island Railroad Co., D. C.	14,241	4.00	.....	569 64
Long Island Electric Ry. Co., D. C.	17,210	2.50	.....	430 25
<i>Power sold</i>				
Interborough Rapid Transit Co., D. C..	1,700	2.00	\$34 00	.....
Long Island Railroad Co., D. C.	2,042	2.00	40 84	.....
Thomas Crimmins Construction Co., D. C.	18 25	2.00	36 50	.....
Total .....	.....	.....	\$111 34	\$195,012 83

Joint Facilities.— With New York & Queens Electric Light & Power Co., joint use of poles in Jackson avenue for high tension cables, and subway ducts in Astoria and Flushing Creek bridge, credited to operating expenses (net), \$296.91; Manhattan & Queens Traction Corporation, maintenance of tracks on Queensboro bridge, credited to operating expenses, \$157.54; Third Avenue Railway Co., maintenance of tracks on Queensboro bridge, credited to operating expenses, \$6.57; Interborough Rapid Transit Co., for rental of ducts, charged to operating expenses, \$237.60.

Rents Payable Charged to Operating Expenses.— New York & Queens Electric Light & Power Co., pole attachment, \$25.02; 3,336 feet of duct line, \$133.44; Interborough Rapid Transit Co., 1,092 feet of duct line, \$237.60; total, \$396.06.

Class of Taxes	Taxes ¹			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Real estate	\$10,680 07	¹⁰ \$8,662 84	⁸ \$10,575 38	.....
Corporate real property	4,614 40	4,011 04	⁸ 4,569 15	.....
Special franchise	28,221 93	17,741 83	⁸ 18,891 13	.....
Franchise payments	⁹ 9,653 99	10,338 29	9,653 99	.....
State franchise — gross earnings	13,683 39	14,404 51	13,683 39	.....
	\$66,853 78	¹⁰ \$55,158 51	⁸ \$57,373 04	.....

¹ Does not include amount paid City of New York for track privileges on Queensboro bridge; this amount is included among deductions from income with "track and terminal privileges."

⁸ Difference between amounts levied and paid caused by allowances and rebates.

⁹ Percentage of gross receipts payable for franchise rights.

¹⁰ Of this, \$1,377.76, taxes on Astoria power house, was charged to non-operating income.

New York and Queens County Railway Company

Miscellaneous Rent Deductions.—Track and terminal privileges: Track rental on Queensboro bridge, City of New York, \$23,069.84; Manhattan & Queens Traction Corp., \$239.55; Snare & Triest Co., credit, \$6.47; track rental on chartered cars — Long Island Electric Ry. Co., \$131.60; total, \$23,434.52.

Hire of equipment: Revenue cars, New York Railways Co., 20 short cars for three months, 5 short cars from June 18 to Oct. 1, 1915, and 25 short cars from Oct. 1 to June 30, 1916, at the rate of \$187.50 per car per annum, \$4,718.71; Long Island Electric Ry. Co., line car, 2 days at \$2.50 per day, \$5; total, \$4,723.71.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically Operated Surface Line, Overhead Trolley Contact

NAME OF BRANCH OR ROAD	Road	Second track	Sidings	All running track	Increase or (D) decrease
<i>Road owned by respondent</i>					
Queensboro Bridge plaza, Long Island City, to Parsons avenue, Flushing.....	6.58	6.43	0.24	13.25	.....
Jackson and Vernon avenues, Long Island City, to Fulton and Boulevard, Astoria.....	2.56	2.53	0.03	5.12	.....
Borden and Vernon avenues, Long Island City, to Metropolitan avenue, Middle Village.....	4.46	4.44	0.05	8.95	.....
Jackson and Vernon avenues, Long Island City, to Newtown and Flushing avenues, Astoria ¹¹ ..	1.78	1.78	.....	3.56	.....
Jackson and Steinway avenues, Long Island City, to North Beach.....	3.03	3.03	0.04	6.10	.....
Broadway and Boulevard, Long Island City, to Jackson and Woodside avenues, Woodside....	1.72	1.72	0.07	3.51	.....
Ninety-second street ferry, Astoria, to North Beach.....	3.07	2.94	0.11	6.12	.....
Broadway and Lawrence street, Flushing, to First avenue and 1st street, College Point ¹²	2.46	2.30	0.05	4.81	.....
Jackson and Woodside avenues to Summit avenue, Corona.....	3.85	3.84	0.07	7.76	D 1.37
Bowne and Sanford avenues, Flushing, to Washington and Fulton streets, Jamaica.....	5.11	0.88	1.12	7.11	.....
Borden and Front streets, Long Island City, to Bridge plaza, Long Island City.....	1.49	1.35	0.06	2.90	.....
Boulevard, North Beach.....	.71	0.71	0.01	1.43	.....
Total owned and solely maintained.....	36.82	31.95	1.85	70.62	D 1.37
<i>Road occupied under trackage rights¹³</i>					
Queensboro bridge — from City of New York...	1.55	1.55	.....	3.10	.....
Track in car houses, shops and yards.....					3.43 miles

Details of Track, Roadway, and Electric Line Construction

Item	Added during year	Removed during year	At close of year
Ballast			
Miles of track laid on earth.....	.....	1.37	74.05
Ties:¹⁴			
Number of wood ties, untreated.....	6,241	10,353	191,942
Miles of track laid on ties.....	.....	1.37	74.05

¹¹ [The road on Second avenue from Pierce avenue to Jackson avenue is held under the franchise of June 10, 1909, for a term of 25-50 years.— P. S. C. Annual Report, 1910, vol. III, p. 607 and 1913, vol. V, p. 829.]

¹² [The second track was constructed under the franchise of Feb. 6, 1913 — term 25-50 years.— Report of 1913.]

¹³ Respondent maintains this track jointly with other operating companies.

¹⁴ Ties laid during year, 6,241, of which 5,297 were hewn 6 inches by 8 inches by 8 feet; cost at distributing point, \$1,741.73; 944 sawn 5 inches by 8 inches by 8 feet; cost at distributing point, \$398; yellow pine timber, \$64.05; salvage, \$31.30; total net amount charged to operating expenses of the year. \$2,203.78.

New York and Queens County Railway Company
Details of Track, Roadway, and Electric Line Construction — Continued

Items	Added during year	Removed during year	At close of year
Rail (miles of track): ^{15 16}			
7-inch Trilby, 116-lb.....	.31	.....	2.58
7-inch Trilby, 97-lb.....	.24	.....	1.32
9-inch Trilby, 107-lb.....	.....	.27	12.52
9-inch tram, 90-lb.....	.....	.....	33.64
7-inch tram, 80-lb. and 73-lb.....	.....	.04	11.24
5-inch T, 80-lb.....	.....	.24	12.13
4½-inch T, 70-lb.....	.....	1.37	.....
4-inch, Brooklyn bridge, 90-lb.....	.....	.....	.04
9-inch guard, 143-lb.....	.....	.....	.48
7-inch guard, 108-lb.....	.....	.....	.10
Rail joints (miles of track):			
Bolted plates.....	.....	1.37	74.06
Rail bonds (miles of track):			
2-4/0 (7-inch to 9-inch).....	.....	.57	24.84
One 300,000 C. M., 12-inch welded ribbon.....	1.06	.....	1.06
One 300,000 C. M., 10-inch welded ribbon.....	.....	2.23	11.67
One 300,000 C. M., 35-inch welded cable.....	.....	.....	32.45
Two 300,000 C. M., 50-inch welded cable.....	.37	.....	.37
Welded channel on base of rail.....	.....	.....	3.66
Paving (miles of track): ¹⁷			
Medina sandstone.....	—	—	.56
Granite on sand.....	—	—	7.23
Granite on concrete.....	—	—	74.09
Sheet asphalt.....	—	—	.98
Asphalt block.....	—	—	7.29
Macadam.....	—	—	6.73
Brick and slag block.....	—	—	2.52
Wood block.....	—	—	8.53
Bluestone.....	—	—	25.50
Earth.....	—	—	24.43
Planking.....	—	—	.30
Cobble.....	—	—	6.96
Poles (total number):			
Whereof wood, untreated.....	.....	.....	69
Whereof steel.....	.....	.....	24
Whereof iron.....	9	8	3,063
Overhead construction (miles of line):			
Whereof span wire.....	.....	.07	36.13
Whereof side bracket.....	.....	1.02	.....
Whereof center pole.....	.....	.....	1.27
Trolley wire (miles):			
1/0 copper.....	.83	4.18	23.04
2/0 copper phono.....	6.72	4.74	47.58
Underground conduit:			
Terra cotta and fire clay (miles).....	.06	.....	3.48
Terra cotta and fire clay (duct miles).....	.30	.....	50.78
Transmission cables — underground (voltage 11,000 A. C.) (miles):			
3 cond. paper and lead No. 4.....	.....	.....	4.06
3 cond. sub. No. 4.....	.....	.....	.16
3/0 paper insulated, lead covered.....	.....	.....	12.43
4/0 3 cond. paper and lead, A. C.....	4.43	.....	4.4;

¹⁵ Rails laid during the year: total cost, \$13,065.52; salvage on rails taken up, \$4,415.47, charged to operating expenses, \$7,253.84; charged to addition and betterments in fixed capital, \$1,396.21.

¹⁶ Not included but alongside of the following rails are 9-inch guard, 18,700 feet; 7-inch guard, 1,993 feet, T rail guard, 4,056 feet.

¹⁷ [Company does not report additions and removals during the year in accordance with the report form, basing its inability to do so on the variations in the kinds of paving laid between rails, between tracks, and on the two-foot strip outside of the outside rails. Comparison with the report for 1915 will show the net changes during the year in each kind of paving. Accordingly the totals reported give the sum of the three strips.]

New York and Queens County Railway Company

Details of Track, Roadway, and Electric Line Construction — Concluded

Items	Added during year	Removed during year	At close of year
Transmission cables — overhead (voltage 11,000 A. C.) (miles):			
3 cond. paper and lead, No. 4.....	.....	.....	3.87
3 cond. weather proof, No. 4.....	.....	.....	.30
3 cond. rubber insulated, No. 4.....	.....	.....	3.56
Distribution cables — underground (voltage 550 D. C.) (miles):			
2,000,000 C. M. paper insulated, lead covered.....	1.36	.....	1.72
2,000,000 C. M. base.....	.....	.....	3.05
1,500,000 C. M. paper insulated, lead covered.....	2.42	.....	4.24
750,000 C. M. paper insulated, lead covered.....	.52	.....	10.07
500,000 C. M. paper insulated, lead covered.....	.....	.67	3.74
750,000 C. M. sub.....	.....	.02	.28
1,500,000 rubber insulated, lead covered.....	.12	.....	.12
1,000,000 paper insulated, lead covered.....	1.30	.....	1.30
1,500,000 duplex, concentric submarine.....	.08	.....	.08
1,500,000 duplex concentric, rubber insulated, lead covered..	.11	.....	.11
Distribution cables — overhead (voltage 550 D. C.) (miles):			
2,000,000 C. M., V. C., weather proof.....	.....	.....	.01
750,000 C. M., V. C., weather proof.....	3.41	.....	48.97
350,000 C. M., weather proof.....	.....	.....	10.22
300,000 C. M., weather proof.....	.....	.....	6.96
4/0 solid, weather proof.....	.....	.....	30.39
1,500,000 C. M.....	.04	.....	.04

Track Structures.— Two overhead highway and railway crossings, total length, 200 feet.

Cars.— Number, revenue, 228, service cars, 32. (For details see Table II).

Power Plant Equipment.— See Table III.

Miscellaneous.— Number of sub-stations, 2; repair shops, 1; car houses, storage, 3; office buildings, 1; passenger stations, 3; transfer points, 39; miles of telephone line, 25,704; lamp signal system.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 28,373,608 5-cent fares; transfers, 8,964,862. **Car Miles.**— Revenue, 6,147,090 (passenger, active, 5,788,231; idle, 344,617; special, 12,306; express, 1,936); non-revenue 76,412. **Car-seat Miles (active).**— 240,285,991. **Car Hours.**— 647,244 (passenger, active and idle, 644,755; special, 2,116; express, 373). (For details of traffic statistics, see Tables V–VIII).

Power.— See Table IV.

Accidents.— Persons killed, 2; injured, 1,536; total amount paid for injuries and damages sustained within the year, \$51,202.18; for accidents that occurred in prior years, \$50,664.46. (For details of accidents, see Tables X–XI.)

Employees and Wages.— See Table XII.

Officers.— President and General Manager, W. O. Wood; First Vice-President, W. Leon Pepperman; Vice-President in charge of Contracts and Supplies, D. W. Ross; Secretary and Assistant, Treasurer, H. M. Fisher; Assistant Secretary, A. C. Wigren; Treasurer and Assistant Secretary, J. H. Campbell; Auditor, E. F. J. Gaynor; General Attorney, James L. Quackenbush; Counsel, R. R. Rogers; Claim Agent, A. J. Eaton.

Directors.— August Belmont, Edward J. Berwind, Andrew Freedman (deceased), Frank Hedley, D. W. Ross, Theodore P. Shonts, H. H. Vreeland, W. O. Wood, George W. Young, Cornelius Vanderbilt.

Main Business Office.— 7 and 9 Borden avenue, Long Island City, N. Y.

Report verified by W. O. Wood, President, September 28, 1916.

THE NEW YORK AND ROCKAWAY BEACH RAILWAY COMPANY

LESSOR (STEAM RAILROAD)

History.— Incorporated August 19, 1887, under chapter 430, Laws of 1874, as a reorganization of The New York, Woodhaven & Rockaway Railroad Company, [which company was organized under the General Railroad Law of 1850, and whose property and franchises were sold under foreclosure on June 28, 1887, to a purchasing committee representing the bondholders and stockholders.]¹ The road and right-of-way of the respondent were leased on July 1, 1904 to The Long Island Railroad Company for 50 years, the rental being based on net earnings.

¹ From documents on file with the Commission. See also Documentary History of Railroad Companies, report of 1913, volume V, pp. 831 and 832.

The New York and Rockaway Beach Railway Company

Control over this company was acquired on March 14, 1901, by The Long Island Railroad which owns 9,722 shares of its capital stock.

Stockholders and Members.— Total voting power of all members of the company, 10,000, each holder of \$100 par value of capital stock having one vote.

Important Changes during the Year.— None. No additional rights or franchises were acquired.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$3,090,896 60	Investment in road and equipment.....	\$3,001,859 16	D \$89,037 44
173,238 69	Cash.....	93,576 11	D 79,662 58
425 00	Special deposit ²	250 00	D 175 00
.....	Miscellaneous accounts receivable ³	28,901 44	28,901 44
54,000 00	Unadjusted debits ⁴	101,134 27	47,134 27
<u>\$3,318,560 29</u>	<u>Total.....</u>	<u>\$3,225,720 98</u>	<u>D \$92,839 31</u>
LIABILITIES SIDE			
\$1,000,000 00	Capital stock.....	\$1,000,000 00	.....
1,964,000 00	Funded debt unmatured.....	1,964,000 00	.....
7,430 39	Miscellaneous accounts payable.....	.....	D \$7,430 39
425 00	Interest matured unpaid.....	250 00	D 175 00
100 00	Dividends matured unpaid.....	200 00	100 00
40,850 00	Unmatured interest accrued.....	40,850 00	.....
58,948 95	Accrued depreciation of equipment.....	106,083 22	47,134 27
77,273 84	Additions to property through income and surplus.....	77,273 84	.....
169,532 11	Profit and loss — credit balance.....	87,063 92	D 132,468 19
<u>\$3,318,560 29</u>	<u>Total.....</u>	<u>\$3,225,720 98</u>	<u>D \$92,839 31</u>

Investment in Road and Equipment to June 30, 1907.— Road, \$2,172,245.86; equipment, \$337,872; total, \$2,510,117.86.

Investment in Road and Equipment from June 30, 1907, to June 30, 1914.— [Engineering, \$1,142.56; rights of way and station grounds, \$19,619.32; grading, \$10,475.29; bridges, trestles and culverts, \$8,220.54; ties, \$1,543.90; rails, \$1,064.74; frogs and switches, \$290.03; track fastenings and other material, \$820.63; ballast, \$50.29; track laying and surfacing, \$1,465.73; crossings and signs, \$402.88; interlocking and other signal apparatus, \$39,109.59; station buildings and fixtures, \$63,510.96; electric power plants, \$27,028.78; electric power transmission, \$436,580.67; cost of road purchased, \$64,857.02; telegraph and telephone lines, \$258.62; total expenditures for road, \$676,441.55; passenger trains, Cr. \$109,551.93; work equipment, Cr. \$1,755; total expenditures for equipment, Cr. 111,306.93. General expenditures (for insurance), \$3.16; ⁵ total, \$565,137.78.

Investment in Road and Equipment since June 30, 1914.— Engineering, \$163.98; land for transportation purposes, \$5,450.76; grading, \$179.42; bridges, trestles and culverts, \$4,317.06; ties, \$386.68; rails, \$519.88; other track material, Cr. \$175.98; ballast, \$104.46; track laying and surfacing, \$438.53; crossings and signs, \$1,262.97; station and office buildings, \$1,127.86; signals and interlockers, Cr. \$88.69; power transmission systems, \$28,378.66; power distribution systems, \$6,512.19; power line, poles and fixtures, Cr. \$561; power sub-station apparatus, Cr. \$121,883.36; passenger train cars, \$470.10; total, Cr. \$73,396.48.

Details of Capital Withdrawn.— Cross-over, including signalling, Hammel Grove avenue, \$893.37; number 2 B. & S. bare copper wire from Woodhaven junction to west end of trestle, \$579.15; storage-battery, boosters, exciters, switchboard wiring and incidentals, Hammel sub-station, \$124,743.25; total, \$126,215.77.

Details of Expenditures for Improvements.— Reverse power relays for Hammel sub-station, \$772.11; high tension transmission line, \$5,416.40; injury claim account of installing feed wires, \$27,217.32; automatic signals, \$715.46; steel for motor boat opening at Broad channel, Jamaica bay trestle, \$1,000; platforms and shelter sheds — changes, Brooklyn Manor station, \$790.13; minor projects, \$1,266.91; total, \$37,178.33.

Average Investment per mile of road, \$242,672.53.

² Represents amount deposited with The Long Island Railroad Co. for payments of bond interest.

³ Represents amount due from The Long Island Railroad Co. for construction advances.

⁴ Amount on deposit with The Long Island Railroad Co. for replacement of equipment.

⁵ Report of 1914.

The New York and Rockaway Beach Railway Company

Capital Stock.— Common, authorized, issued, and outstanding, 10,000 shares at \$100 par value each; total par value, \$1,000,000; cash realized, no record; none held by or on behalf of respondent; dividends declared, 5 per cent, amounting to \$50,000; amount paid, \$49,900; due and unpaid, \$200.

Funded Debt.— Forty-year first mortgage bonds of September 1st, 1887; amount authorized, \$1,000,000; actually issued and outstanding at close of year, \$984,000; cash, services or property received as consideration for issue, no record; interest rate, 5 per cent, payable March and September; interest accrued during year, \$49,200 (charged to income); paid, \$49,375; matured and unpaid, \$250; accrued but not yet due, \$16,400.

Forty-year second mortgage income bonds of September 1, 1887; amount authorized, \$1,000,000; [amount issued, \$1,000,000; cash realized, not known; par value of amount canceled, \$20,000]; ^a actually outstanding at close of year, \$980,000 [of which \$2,000 is scrip]; ^a interest rate, 5 per cent; payable only when earned; interest earned during year, \$48,900 (charged to income); paid, \$48,900; accrued but not yet due, \$24,450.

Reserves.— Accrued depreciation of equipment: Balance, June 30, 1915, \$58,948.95; credits during year, for depreciation of steam locomotives, \$1,800; for depreciation of passenger-train cars, ⁷ \$45,334.27; balance June 30, 1916, \$106,083.22.

Basis of depreciation charges, percentage on cost, steam locomotives, 3.75; passenger train cars, 5.7.

INCOME STATEMENT		Net amount for year	Increase or (D) decrease
Rent from locomotives.....			D \$2,256 00
Rent from passenger-train cars.....		\$8,066 73	D 1,315 89
Joint facility rent.....		1,432 25	1,432 25
Income from lease of road.....		408,369 62	D 15,778 72
Miscellaneous rent (minor items).....		4,468 79	D 497 72
Interest on deposit and construction account balances.....		3,113 00	D 1,633 01
Gross income.....		\$425,450 39	D \$20,049 09
Deductions from gross income:			
Hire of freight cars.....		\$99 84	D \$12 23
Rent for locomotives.....		8,160 00	D 48 00
Rent for passenger-train cars.....		224,611 41	38,306 48
Joint facility rents.....		82,125 28	1,432 67
Interest on funded debt.....		98,100 00	D 24,450 00
Interest on unfunded debt.....		⁸ 285 77	144 13
Miscellaneous income charges.....		⁹ 125 00	D 2 37
Total deductions.....		\$413,507 30	\$15,370 68
Net income.....		\$11,943 09	D \$35,419 77
Income appropriated for investment in physical property.....			D 12,416 82
Income balance transferred to profit and loss.....		\$11,943 09	D \$23,002 95
Credit balance, June 30, 1915.....		169,532 11	
Total credits.....		\$181,475 20	
Dividend declared, 5 per cent on \$1,000,000.....	\$50,000 00		
Loss on retired road and equipment.....	94,411 28		
Total debits.....		144,411 28	
Credit balance, June 30, 1916.....		\$37,063 92	

Taxes.— " Taxes are paid by the Long Island Railroad Co., lessee, as shown by the report of that company in which the figures are included."

Income from Lease of Road.— From Glendale Junction to Rockaway Park, 10.31 miles, from Ozone Park to Atlantic avenue, 0.39 of a mile, and from Hammel's to New York and Rockaway

^a Report of 1914.

⁷ Includes \$35,134.27 charged to The Long Island Railroad Co. replacement account, " un-adjusted debits " with amount of credit taken for the retirement of equipment.

⁸ On amount advanced by The Long Island Railroad Co. for construction.

⁹ Federal income tax on funded debt, assumed by respondent.

The New York and Rockaway Beach Railway Company

Beach Junction, 1.67 miles¹⁰ total, 12.37 miles; leaseholder, The Long Island Railroad Co.; rent accrued during year, \$408,369.62.

General Officers.— President, Ralph Peters; Vice-President, C. L. Addison; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock; General Solicitor, Joseph F. Keany; Comptroller, C. M. Bunting; General Auditor A. B. Bierck.

Directors.— C. L. Addison, A. T. Bieter, A. B. Bierck, William F. Brown, A. J. County, George D. Dixon, Benjamin Evans, John P. Green, Frank E. Haff, Joseph F. Keany, J. A. McCrea, Ralph Peters, H. Tatnall.

Main Business Office.— Broad street station, Philadelphia, Pa.
Report verified by Ralph Peters, President, on January 12, 1917.

THE NEW YORK, BROOKLYN AND MANHATTAN BEACH RAILWAY COMPANY

LESSOR (STEAM RAILROAD)

History.— Incorporated August 27, 1885, pursuant to the General Railroad Law of 1850, as a consolidation of the following companies: The New York, Bay Ridge & Jamaica Railroad Company, incorporated November 20, 1875, The New York & Manhattan Beach Railway Company, incorporated October 24, 1876. The Long Island City & Manhattan Beach Railroad Company, incorporated February 24, 1883. [On October 1, 1885, the property and franchises of this company were leased to The Long Island Railroad Company for 99 years at the following annual rental: (1) 35 per cent of gross earnings of leased property, provided, however, that the payment each year shall not be more than 7 per cent of the whole capital stock of the lessor nor less than 5 per cent on the preferred stock, in addition to (2) interest on the lessor's funded debt and (3) all taxes levied on the lessor's property.]¹¹

The respondent controls the Glendale and East River R. R. Co. through ownership of the entire capital stock outstanding and is itself controlled by The Long Island R. R. Co. which owns 3,500 shares of common stock and 3,166 shares of preferred stock.

Stockholders and Members.— Total voting power of all members of the company, 10,000, each holder of \$100 par value having one vote.

Important Changes during the Year.— There is an increase in the length of road of 1.16 miles from Cooper avenue junction to East New York. This was carried in Long Island Railroad Company's report as Canarsie Railroad mileage, but a resurvey shows it belongs to the respondent.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$2,287,243 29	Investment in road and equipment.....	\$2,273,287 44	D \$13,955 85
4,058 30	Deposits in lieu of mortgaged property sold ² .	55,258 30	51,200 00
36,815 00	Miscellaneous physical property ³	36,815 00	.....
2,400 00	Special deposits ⁴	5,450 00	3,050 00
29,700 00	Rents receivable.....	29,700 00	.....
<u>\$2,360,216 59</u>	<u>Total.....</u>	<u>\$2,400,510 74</u>	<u>\$40,294 15</u>
LIABILITIES SIDE			
\$1,000,000 00	Capital stock.....	\$1,000,000 00	.....
1,726,000 00	Funded debt unmatured.....	1,726,000 00	.....
116,086 10	Loans and bills payable ⁵	104,086 10	D \$12,000 00
2,400 00	Interest matured unpaid.....	5,450 00	3,050 00
8,125 00	Dividends matured unpaid.....	8,125 00	.....
.....	Funded debt matured unpaid ⁶	12,000 00	12,000 00
21,575 00	Unmatured interest accrued.....	21,575 00	.....
Dr. 513,969 51	Profit and loss.....	Dr. 476,725 36	37,214 15
<u>\$2,360,216 59</u>	<u>Total.....</u>	<u>\$2,400,510 74</u>	<u>\$40,294 15</u>

¹⁰ Considered a part of Long Island Railroad Company in prior years, but resurvey of the road shows it to be a part of respondent. ¹¹ From copy of the lease filed with the Commission.
² Represents amount on deposit with Central Trust Co. for property replacement. ³ Represents "property not used in operation of the road, consisting of vacant property at Sheephead Bay, Parkville, and Eighth avenue, Brooklyn."
⁴ Represents amount on deposit with The Long Island Railroad Co. for payment of interest on bonds. ⁵ Due to The Long Island Railroad Co.
⁶ Real estate mortgage in favor of The Long Island Railroad Co., due Oct. 1, 1893.

The New York, Brooklyn and Manhattan Beach Railway Company

Investment in Road and Equipment to June 30, 1907.— Road, \$1,722,330.81; equipment, \$504,470.78 [steam locomotives, \$145,174.48; passenger train cars, \$349,083.66; freight train cars, \$10,212.64].⁷

Investment from July 1, 1907 to June 30, 1914.— \$60,441.70.

Investment since June 30, 1914.— Credit, \$13,955.85 (property on avenue R, 17th and 18th streets, sold to Diocesan Mission of Long Island, \$900; property in East New York, Borough of Brooklyn, City of New York, sold to New York Municipal Railway Co., \$13,055.85).

Average Investment per Mile of Road.— \$145,165.22.⁸

Particulars of Stock and Funded Debt	Securities		First consolidated mortgage bonds
	Common stock	Preferred stock	
Nominal date of issue.....	_____	_____	Oct. 1, 1885
Date of maturity.....	_____	_____	Oct. 1, 1935
Interest, rate and dates.....	_____	_____	5% Apr. & Oct.
Denominations.....	\$100	\$100	_____
Authorized.....	350,000	650,000	\$2,000,000
Actually issued, prior to year.....	350,000	650,000	1,726,000
Cash, property, or services consideration.....	N. R.	N. R.	(⁹)
Actually outstanding.....	350,000	650,000	1,726,000
Interest accrued and dividends declared.....	_____	32,500	86,300
Interest charged to income.....	_____	_____	86,300
Interest and dividends paid.....	_____	32,500	83,250
Interest and dividends not due.....	_____	8,125	21,575
Interest and dividends matured and unpaid.....	_____	_____	5,450
Trustees under mortgage.....	_____	_____	Central Trust Co.

INCOME STATEMENT

Non-operating income: Income from lease of road.....	\$118,800 00
Deduction from income: Interest accrued on funded debt.....	86,300 00
Net corporate income.....	\$32,500 00
Profit on road and equipment sold.....	37,244 15
Total credits.....	\$69,744 15
Debit balance June 30, 1915.....	\$513,939 51
Dividend of 5 per cent on \$650,000 preferred stock.....	32,500 00
Total debits.....	546,469 51
Debit balance, June 30, 1916.....	\$476,725 36

Taxes.— Paid by lessee company.

Rents Accrued from Lease of Road.— East New York to Bay Ridge, 9.33 miles; Manhattan Beach junction to Manhattan Beach, 3.73 miles; Fresh Pond junction to Cooper avenue junction, 1.44 miles; Cooper avenue junction to East New York, 1.16 miles; total, 15.66; leaseholder, The Long Island Railroad Company. Gross rent accrued during year, interest on \$1,726,000 bonds at 5 per cent, \$86,300; dividends on \$650,000 preferred stock at 5%, \$32,500; total, \$118,800.

Principal Officers.— President, Ralph Peters; Vice-President, C. L. Addison; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock; Comptroller, C. M. Bunting; General Auditor, A. B. Bierck; General Solicitor, Jos. F. Keany.

Directors.— C. L. Addison, A. T. Beiter, A. B. Bierck, Wm. F. Brown, Frank E. Haff, Jos. F. Keany, Ralph Peters, W. W. Atterbury, Benjamin Evans.

Main Business Offices.— Broad Street Station, Philadelphia, Pa.

Report verified by Ralph Peters, President, January 12, 1917.

⁷ Report of 1914.

⁸ Does not take account of depreciation.

⁹ [Cash to the amount of \$726,000, and bonds of constituent companies as follows: New York, Bay Ridge & Jamaica R.R. Co., first mortgage bonds, \$200,000; New York & Manhattan Beach Ry. Co., second mortgage bonds, \$300,000; New York & Manhattan Beach Ry. Co., first mortgage bonds, \$500,000. Report of 1914.]

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY

History.— Incorporated March 21, 1902. [Capital stock \$400,000, increased later to \$5,000,000. On April 20, 1905, a contract was made with Rapid Transit Subway Construction Co., for the construction and equipment of the road, providing of rolling stock, and the procurement of certain traffic agreements with Interborough Rapid Transit Company for a lump sum of \$360,000 cash, \$4,600,000 stock and \$3,000,000 first mortgage bonds. Control was obtained by Interborough Rapid Transit Co., May 17, 1905, through acquisition of stock, and on June 28, 1912, was transferred to Third Avenue Railway Co. Franchise granted by the City of New York, March 31, 1903, for a period of 25 years, with privilege of renewal, upon a fair revaluation of the right, for a further period of 25 years, the road to become the property of the city at the expiration of the franchise (either original or renewed) upon the payment of a fair valuation. Operation commenced May 31, 1906.]¹

Stockholders and Members.— Total voting powers of members, 50,000, each holder of \$100 per value of capital stock having one vote; number of stockholders, 82, of whom 54, holding 48,846 shares, reside in New York State. Stock control is exercised by Third Avenue Railway Co., through ownership of 44,489 shares² pledged under its first refunding mortgage. Total number of votes cast at last general meeting, May 10, 1916, 44,168, whereof E. A. Maher cast 44,161 on behalf of Third Avenue Railway Co., 6 in behalf of individual members and 1 in behalf of himself.

Important Changes during the Year.— The crossover on 181st street east of St. Nicholas avenue was taken up, making a decrease of .013 miles of track in sidings and turnouts. The crossover on 189th street east of Third avenue was also removed, making a further decrease of .012 miles in sidings and turnouts. An arrangement was made with the Third Avenue Ry. Co. for the rental of revenue cars to respondent at \$40 per month.

BALANCE SHEET

June 30, 1915		ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$17,935 15	Cash.....		\$13,967 51	D \$3,967 64
60,000 00	Sinking funds uninvested ⁴		\$60,000 00	.....
33,809 58	Special deposits.....		34,514 35	704 77
563 72	Accounts receivable.....		550 82	D 12 90
349 97	Interest and dividends receivable.....		929 87	579 90
55,000 00	Miscellaneous investments ⁴		55,000 00	.....
6,406,505 56	" Fixed capital, Dec. 31, 1908 ".....		\$6,392,893 30	D 13,612 26
	Fixed capital installed since 1908:			
12,466 92	Intangible street railway capital.....		12,466 92	.....
590,809 69	Tangible street railway capital.....		608,534 97	17,725 28
7,009,788 17	Total fixed capital — gross ⁴		7,013,895 19	4,113 02
80,644 58	Less accrued amortisation.....		95,614 58	15,000 00

¹ From documents on file with the Commission. See also Documentary History, in Annual Report, Vol. V, pp. 902-14 and chart No. 2.

² [The Third Avenue Ry. Co. has not applied for nor received authority from the Commission to acquire 2,279 of the 44,489 shares which it reports owning.] Certificates for 28,441 shares stand in the name of W. H. Ludlum, and 13,720 shares in the name of Third Avenue Ry. Co. Nine shares are held by directors.

³ For interest and taxes.

⁴ [It should be noted that the sinking fund charges — which under the terms of the mortgage shall be 1 per cent of the amount of bonds outstanding — are \$30,000 per annum, whereas the amount of bonds reported as outstanding is \$2,164,000. Also the company reports \$60,000 paid to the trustee, for which sum, according to a letter dated February 25, 1911, from E. F. J. Gaynor, Auditor, bonds to the amount of \$87,000 were purchased and held uncanceled, although not negotiable. In a letter dated November 23, 1915, Reune Martin, Auditor, referring to the item "Interest accrued on funded debt," states: "This item includes interest accrued on all outstanding bonds. There are no entries on the books of this company indicating that bonds are held by the trustee in the sinking fund. The books show the payment of cash only, in the amount of \$60,000, to the trustee.

⁵ Of this amount, \$40,819.36 is reported as organization expense, and \$6,352,073.94 as road built by contract. [The latter amount represents the cash paid and the stock and bonds reported as issued to the Rapid Transit Subway Construction Co., in fulfillment of the terms of a contract for the construction and equipment of respondent's road (less credits made for retirements, etc.). This amount was charged to fixed capital prior to June 30, 1908, although a large part of the construction work has been done since that time.]

⁶ See this note on next page.

New York City Interborough Railway Company

BALANCE SHEET—Concluded

ASSETS SIDE—Concluded

June 30, 1915		June 30, 1915	Increase or (D) decrease
\$6,929,157 59	Total fixed capital — net ⁴	\$6,918,950 61	D \$10,886 98
9,817 68	Construction in process.....	2,019 76	D 7,797 92
118,619 17	Advances to associated companies.....	61,229 86	D 57,389 31
1,302 62	Prepayments — insurance.....	751 94	D 550 68
87,378 32	Unamortized debt discount and expense.....	71,000 00	D 16,378 32
408,154 55	Corporate deficit.....	396,145 87	D 12,008 68
<u>\$7,722,068 35</u>	<u>Total.....</u>	<u>\$7,614,360 59</u>	<u>D \$107,707 76</u>

LIABILITIES SIDE

\$36,986 61	Taxes accrued.....	\$39,772 55	\$2,785 94
169,579 36	Working advances due associated companies.....	11,677 93	D 157,901 43
3,565 54	Miscellaneous accounts payable.....	6,728 33	3,162 79
40,526 67	Interest accrued on funded debt.....	14,426 67	D 26,100 00
.....	Interest accrued on unfunded debt.....	1,561 74	1,561 74
2,212 37	Due for wages and salaries.....	3,401 08	1,188 71
197 80	Other unfunded debt.....	274 00	76 20
2,164,000 00	Mortgage bonds ⁴	2,164,000 00	.....
.....	Construction advances — Third Ave. Ry....	7,358 29	7,358 29
305,000 00	Sinking fund reserve ⁴	365,160 00	60,160 00
5,000,000 00	Common stock.....	5,000,000 00	.....
<u>\$7,722,068 35</u>	<u>Total.....</u>	<u>\$7,614,360 59</u>	<u>D \$107,707 76</u>

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation

	Gross value	Same less depreciation
Valuation as of June 30, 1916, filed by respondent:		
Real property in streets — tangible.....	\$800,786 00	\$436,984 00
Tangible personal property — Bronx.....	265,551 00	163,384 00
Assessed valuation for 1916 taxes:		
Real property (tangible and intangible) in street.....	\$132,060 00	\$1,426,000 00

DETAILS OF ASSETS AND LIABILITIES

Details of "Fixed Capital, December 31, 1908" Withdrawn (estimated costs).— One crossover taken up from 181st street east of St. Nicholas avenue, \$1,200; one crossover taken up from East 189th street east of Third avenue, \$1,050; cable withdrawn from ducts of Interborough Rapid Transit Company on St. Nicholas avenue between 181st street and sub-station No. 17 of the Interborough Rapid Transit Company, 4,798 feet of 2,000,000 c/m negative cable, 7,053.06; 4,788 feet of 1,000,000 c/m 600-volt cable, \$4,309.20; total withdrawals, \$13,612.26.

⁴ For note 4 see preceding page.

⁵ An appraisal made by the Public Service Commission, as of October 1, 1914, evaluated the tangible property of the company as follows (case No. 1778):

	Track	Distribution system	Rolling stock	Miscellaneous	Total
Cost to reproduce new:					
All property owned.....	\$1,246,082	\$204,877	\$255,316	\$487	\$1,706,762
Property used by company....	993,009	172,221	255,316	487	1,421,033
Present value:					
Used by company.....	853,076	152,280	170,505	244	1,176,105
Used by another company.....	170,922	22,311	.....	.....	193,233
Not used.....	46,392	6,266	.....	.....	52,658
Total present value.....	<u>\$1,070,390</u>	<u>\$180,857</u>	<u>\$170,505</u>	<u>\$244</u>	<u>\$1,421,996</u>

New York City Interborough Railway Company
Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Intangible street railway capital.				\$12,466 92
Grading.	⁷ \$277 12			2,999 86
Ties.				12,916 47
Rails, rail fastenings and joints.	846 00			79,817 13
Special work.				48,542 13
Underground construction.				1,143 75
Track laying and surfacing.	⁸ 32 50		\$100 00	54,525 58
Paving.	⁹ 16,152 81			217,370 33
Bridges, trestles and culverts.				501 12
Poles and fixtures.				18,558 77
Distribution system.				5,399 98
Revenue cars.	534 00			87,057 34
Electric equipment of cars.				65,327 00
Other rail equipment.				2,918 37
Engineering and superintendence. . . ¹⁰ Cr. 17 15				10,207 04
Miscellaneous construction expenses.				1,249 60
Total.	\$17,825 28		\$100 00	\$621,001 89

Details of Expenditures for Improvements

Installation of air brake equipment on 26 cars, completed, P. S. C. order 1369.	\$534 00
Tremont avenue, from Westchester to Ludlow avenues. Installation of granite block paving inside of tracks and bituminous macadam outside of tracks, with necessary repairs to tracks.	¹¹ 12,894 83
Installation of track drains at various locations.	38 00
Extension of double track about 500 feet on Tremont avenue from Chatterton to Zerega avenues.	1,302 37
Installation of asphalt block paving on Boston road from 179th street to 180th street	3,056 09
Total.	\$17,825 28

Miscellaneous Investments.— New York City 3% bonds, par value, \$50,000, and 3½% bonds, par value, \$5,000; total cost, and amount at which carried on books \$50,000, deposited with Comptroller, New York City, as required by franchise; income during year, \$1,256.25. New York City 4½% 50-year corporate stock deposited with State Industrial Commission; par value, cost, and amount at which carried on books, \$5,000; income accrued during year, \$212.40.

Advances to Associated Companies.— Third Avenue Ry. Co., advanced during year, \$246,768.31; reimbursed during year, \$304,197.62; owing at close of year, \$61,189.86. Belt Line Ry. Corp'n., advanced during year and owing at close of year, \$40.

Unamortized Debt Discount and Expense.— First mortgage 4 per cent sinking fund gold bonds, 1928. Unamortized balance June 30, 1915, \$87,378.32; written off during year, \$16,378.32; unamortized balance June 30, 1916, \$71,000, to be amortized at the rate of \$500 per month to date of maturity.

Particulars of Stock and Funded Debt	Securities	
	Common stock	First mortgage bonds
Nominal date of issue.	_____	May 1, 1905
Date of maturity.	_____	May 1, 1923
Interest, rate and dates.	_____	4% May & Nov.
Denominations.	1 share = \$100	\$1,000 00

⁷ Includes an adjustment charge of \$245.
⁸ Includes an adjustment charge of \$14.
⁹ Includes an adjustment charge of \$4.67 and an adjustment credit of \$245.
¹⁰ Includes an adjustment credit of \$18.67.
¹¹ In addition, \$8,325.49 was charged to operating expenses.

New York City Interborough Railway Company

Securities — Concluded

Particulars of Stock and Funded Debt	Common stock	First mortgage bonds
Authorized by company.....	\$5,000,000 00	\$5,000,000 00
By public authority.....	5,000,000 00	
Actually issued, prior to year.....	5,000,000 00	2,164,000 00
Cash realized.....	400,000 00	
Property consideration.....	(13)	(13)
Discount.....		(14)
Reacquired, in sinking fund.....		(14)
Actually outstanding.....	5,000,000 00	2,164,000 00
Interest accrued and dividends declared.....		86,560 00
Interest charged to income.....		86,560 00
Interest and dividends paid.....		83,080 00
Interest and dividends not due.....		14,426 67
Interest and dividends matured and unpaid.....		
Trustee under mortgage.....		U. S. Mortgage and Trust Co.

Bills and Accounts Owing to Associated Companies.— Working advances on open account: Union Railway, \$11,300.85; Yonkers Ry., \$377.06. Construction advance: Third Avenue Ry., on promissory note, \$7,358.29. Interest accrued during the year, at 5 per cent, \$260.61.

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Sinking fund reserve on first mortgage sinking fund 4% gold bonds: Balance, June 1, 1915, \$305,000; charged to income and credited to reserve during the year, \$30,000; amount of interest accrued to credit of sinking fund deposit with United States Mortgage and Trust Co., \$30,160, of which \$26,680 was charged to surplus and \$3,480 to income of 1916; balance, June 30, 1916, \$365,160.

Accrued amortization of capital: Balance, June 30, 1915, \$80,644.58; accrual July 1 to December 31, 1915, \$15,000; balance, June 30, 1916, \$95,644.58.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue.....	\$725,960 45	\$43,133 87
Other operating revenue.....	2,210 00	D 375 00
Total operating revenue.....	\$728,170 45	\$42,758 87
Operating expenses:		
Maintenance of way and structures.....	\$33,868 18	D \$2,239 63
Maintenance of equipment.....	36,827 54	D 5,874 10
Depreciation ¹³	15,000 00	D 15,000 00
Power purchased.....	89,572 96	15,876 35
Operation of cars.....	195,642 68	3,930 47
Injuries to persons and property.....	35,281 21	D 982 25
Other general expenses.....	16,952 19	1,598 06
Total operating expenses.....	\$423,144 76	D \$2,691 11

¹³ " Issued to Rapid Transit Construction Co., in accordance with terms of contract for construction and equipment — no details available."

¹⁴ " In December, 1907, under the terms of a contract dated April 20, 1905, as modified by a contract dated December 16, 1909, there were issued \$1,500,000 of first mortgage bonds to the Rapid Transit Subway Construction Co., in payment for constructed road and equipment. The debit was made to the account "Contract with Rapid Transit Subway Construction Co.," and the books show no details whatever as to the cash value of the property. In April, 1912, there were issued \$289,000 of these bonds to F. W. Whitridge, assignee of the above mentioned contract. The company received property of a cash value of \$274,778.74, and charged \$14,221.26 to the account "Unamortized Debt Discount and Expense." In April, 1914, there were issued \$375,000 of these bonds to F. W. Whitridge, assignee of the above mentioned contract. The company received property of a cash value of \$287,621.68, and charged \$87,378.32 to the account "Unamortized Debt Discount and Expense." [One of the provisions of the contract referred to is that bonds of respondent shall be issued to Rapid Transit Subway Construction Co. at 80 in payment for construction and equipment.]

¹⁵ [The amount actually outstanding should have been reduced by \$87,000, the par value of the securities reported in 1914 as reacquired. See note 4.]

¹⁶ So reported by company; see details under *Depreciation*.

New York City Interborough Railway Company
INCOME STATEMENT — Concluded

	Net amount for year	Increase or (D) decrease
Taxes accrued.....	\$50,797 17	\$2,807 04
Total revenue deductions.....	\$473,941 93	\$115 93
Operating income.....	\$254,228 52	\$42,642 94
Non-operating income: Interest on tax and interest deposit with Third Ave. Ry. Co., \$682.34; on bank balance, \$372.61; on N. Y. City corporate stock, \$1,468.65; on \$87,000 par value bonds deposited with United States Mortgage and Trust Co., \$3,480.....	6,003 60	3,889 54
Gross income applicable to corporate and leased properties	\$260,232 12	\$46,532 48
Deductions from gross income:		
Track and terminal privileges.....	\$10,200 00	.....
Hire of equipment.....	14,520 00	\$14,520 00
Miscellaneous rent deductions.....	21,360 00	21,360 00
Interest on funded debt.....	86,560 00	.....
Other interest deductions.....	467 50	467 50
Amortisation of debt discount.....	6,000 00	6,000 00
Sinking fund accruals.....	33,480 00	3,480 00
Total income deductions.....	\$172,587 50	\$45,827 50
Net corporate income.....	\$87,644 62	\$704 98
CORPORATE DEFICIT		Amount
Deficit, June 30, 1915.....		\$408,154 55
Writing off "Fixed capital, December 31, 1908" (estimated costs):		
One crossover removed from 181st street, net, \$1,200; 9-inch crossover removed from 189th street, net, \$1,050; less salvage, \$350.....		1,900 00
Third Avenue Railway Co., charges for rent as follows: 19 semi-convertible cars during year ended June 30, 1915, \$9,120; car-storage at Kingsbridge car barn from July 1, 1912, to June 30, 1915, \$56,880.....		66,000 00
Interest at 7 per cent from May 17, 1910, to June 30, 1915, on paving assess- ment, Boston road, 177th street to Bronx park.....		1,094 24
Interest accrued to July 1, 1915, on sinking fund deposit — transferred to sink- ing fund reserve.....		26,680 00
Unamortised debt discount and expense — amortisation on bond issue of \$375,000 to July 1, 1915.....		10,378 32
Total debits.....		\$514,207 11
Credit balance of year transferred from income.....	\$87,644 62	
Fixed capital installed since December 31, 1908:		
To correct error of charging maintenance account in April, 1915, with 1,200 feet of 9-inch girder rail installed on Tremont Avenue Extension.....	846 00	
Union Railway Co.: Charge for material removed, 3,104 feet 1,000,000 c/m cable, \$2,328; 7 wooden poles, \$105.....	2,433 00	
Temporary turnout at 177th street and Metcalf avenue, installed and charged to maintenance in a prior year.....	259 82	
For interest accrued to July 1, 1915, on \$87,000, par value of New York City Interborough Railway Co., 4 per cent bonds deposited with United States Mortgage and Trust Co. under sinking fund provisions.....	26,680 00	
Transfer tickets outstanding — closing balance on books at June 30, 1915.....	197 80	
Total credits.....		\$118,061 24
Deficit, June 30, 1916.....		\$396,145 87

New York City Interborough Railway Company

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges: Proportion of advertising contract made by Third Avenue Ry. Co. with N. Y. City Car Advertising Co., \$2,170.

Rent of equipment: Belt Line Railway, one revenue car, month of June, \$40.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of June 30, 1909, this company filed with the Commission rules of depreciation, the provisions of which, however, proved inadequate. From September, 1912, to December 31, 1915, the company made charges for depreciation at the rate of \$2,500 per month. No rules were filed in respect of this charge and distribution thereof between way and structures and equipment in accordance with the Uniform System of Accounts was not made.¹⁶ No charge has been made since December 31, 1915.

Power Bought

NAME OF COMPANY	Total number of kw. hrs. delivered	Average price per kw. hr. (cents)	Amount, debited to expense
Third Ave. Ry. Co., D. C.	574,241	1.2	\$6,890 87
Third Ave. Ry. Co., A. C.	9,087	1.0	90 87
Union Ry. Co. of N. Y. C., D. C.	6,535,578	1.2	78,426 94
Yonkers R. R. Co., D. C.	347,024	1.2	4,164 28
Total			\$89,572 96

Joint Facilities.— New York Railways Co., labor and materials furnished in repairing tracks on 145th street, Lenox avenue to Broadway, \$1,315.61; paving, \$596.54; total charged to joint way and structures, \$1,912.15.

Class of Taxes ¹⁷	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Gross earnings, city	\$32,478 44	\$34,377 09	\$32,478 44	.....
Bridge tolls, city	7,500 00	7,500 00	7,500 00	.....
Gross earnings, state	6,875 26	7,306 54	6,875 26	.....
Federal income	1,157 53	1,613 54	1,157 53	.....
Total	\$48,011 23	\$50,797 17	\$48,011 23	.....

Miscellaneous Rent Deductions.— Track and terminal privileges: "Estimated charge to be met in the form of interest on construction, or cost of renewing track and overhead structures upon the lines of the Union Ry. Co., over which the cars of respondent operate," \$4,200; Third Avenue Ry. Co., for use of tracks on 145th street, Lenox avenue to Broadway, \$6,000; total, charged to income, \$10,200.

Hire of Equipment. Third Avenue Ry. Co., revenue cars at \$40 per month, the number increasing from 19 to 41 during the year, \$14,520. Third Avenue Ry. Co., car house at Kingsbridge: For storing 80 cars at \$20 per month, \$21,360.

Sinking Fund Accruals.— Annual charge to income for sinking fund reserve, first mortgage sinking fund 4 per cent bonds, \$33,480; charged to corporate surplus, \$26,680; total, \$60,160.

¹⁶ [In Table XIV the company's charges are entered under Depreciation of equipment.]

¹⁷ Special franchise tax is "exceeded by payments in the nature of a tax."

New York City Interborough Railway Company
DESCRIPTION OF ROAD AND EQUIPMENT
MILES OF ROAD AND TRACK, JUNE 30, 1916
Electrically Operated Surface Line, Overhead Trolley Contact

NAME OF STREET	Road	Second track	Sidings, turnouts, etc.	All running track	Increase or (D) decrease
<i>Road owned by respondent under limited-term franchise</i>					
MANHATTAN					
*181st street, St. Nicholas avenue to center line of Harlem river ¹⁶.....	.344	.344	.....	.688	.....
145th street, Lenox avenue to centre line of Harlem river.....	.193	.193	.014	.400	.....
Muscota street, Broadway to west side of bridge over railroad.....	.195	.195	.....	.390	.....
*145th street, Broadway to P. S. W. of Lenox avenue ¹⁹.....	.827	.812	.054	1.693	.....
*155th street, Eighth avenue to Central bridge ¹⁸.....	.170	.170	.....	.340	.....
*Central bridge, 155th street to centre line of bridge ¹⁸.....	.039	.039	.....	.078	.....
Total, Manhattan.....	1.768	1.753	.068	3.589	.....
THE BRONX					
Ogden avenue, Jerome avenue to center line of Washington bridge.....	1.139	1.139	.050	2.328	.....
University avenue, center line of Washington bridge to Burnside avenue.....	.884	.884	.053	1.821	.....
University avenue, Burnside avenue to Kingsbridge road.....	1.097	1.097	.014	2.208	.....
Sedgwick avenue, Kingsbridge road to Ft. Independence road.....	.706	.706	.....	1.412	.....
Ft. Independence road, Sedgwick avenue to 238th street.....	.435	.435	.....	.870	.....
238th street, Ft. Independence road to Broadway.....	.191	.191	.012	.394	.....
*Washington bridge, center line of Harlem river to University avenue ¹⁸.....	.276	.276	.....	.552	.....
149th street, center line of Harlem river to Southern boulevard.....	1.631	1.609	.040	3.280	.....
Leggett avenue, Southern boulevard to Randall avenue.....	.362	.362	.....	.724	.....
Randall avenue, Leggett avenue to Westchester creek.....	1.039	1.039	.043	2.121	.....
Tremont avenue, University avenue to Webster avenue.....	.970	.970	.....	1.940	.....
180th street, Webster avenue to Boston road... ..	1.249	1.249	.054	2.552	.....
Boston road, 180th street to 179th street.....	.115	.115	.....	.230	.....
West Farms road, Boston road to De Voe avenue.....	.125	.125	.012	.262	.....
De Voe avenue, West Farms road to 177th street.....	.058	.058	.....	.116	.....
177th street, De Voe avenue to Ludlow avenue.. ..	1.920	1.920	.014	3.854	.....
Ludlow avenue, 177th street to Zerega avenue.. ..	.037	.014	.....	.051	.....
189th street, Third avenue to Beaumont avenue ²⁰.....	.501	.501	.....	*1.002	D .012
Beaumont avenue, 189th street south, to 189th street north.....	.019	.019	.....	*.038	.....
189th street, Beaumont avenue to Southern boulevard.....	.117	.117	.012	*.246	.....
*Southern boulevard, 180th street to 189th street ²¹.....	.679	.679	.....	1.358	.....
Muscota street, Broadway to Heath avenue....	.115	.115	.040	.270	.....
Kingsbridge road, Muscota street to Fordham road.....	1.115	1.115	.094	2.324	.....
*Central bridge, center line of bridge to Jerome avenue ²².....	.199	.199	.....	.398	.....
*Jerome avenue, from bridge to Ogden avenue ²².....	.010	.010	.....	.020	.....
*Southern boulevard, 149th street to Leggett avenue ²¹.....	.237	.237	.....	.474	.....
*Boston road, 177th street to 179th street ¹⁶....	.069	.069	.023	.161	.....

* Indicates joint ownership or operation. Detail footnotes are given for each item.

¹⁶ Joint franchise and joint operation with Union Railway Co.

¹⁹ Joint franchise with Fort George and 11th Avenue joint operation with New York Railway and Third Avenue.

²⁰ Decrease of .012 miles due to removal of crossover on 189th street east of Third avenue.

²¹ Joint franchise and joint operation with Southern Boulevard R. R. Co.

²² U = used track.

New York City Interborough Railway Company
DESCRIPTION OF ROAD AND EQUIPMENT — Concluded
MILES OF ROAD AND TRACK, JUNE 30, 1916
Electrically Operated Surface Line, Overhead Trolley Contact — Concluded

NAME OF STREET	Road	Second track	Sidings, turnouts, etc.	All running track	Increase or (D) decrease
*Webster avenue, Tremont avenue to 180th street *	.295	.295	.....	.590	.....
*Fordham road, Kingsbridge road to Third avenue *	.161	.161	.....	.322	.....
*Third avenue, 189th street to Fordham road *	.083	.083	.011	*.177	.....
Total, The Bronx.....	15.834	15.789	.472	* 32.095	D .012
Total under limited-term franchise.....	17.602	17.542	.540	* 35.684	D .012
Road occupied under trackage rights from associated companies					
MANHATTAN					
Broadway, Muscota street, to north abutment of bridge over creek.....	.190	.183	.011	.384	.....
181st street, Broadway to St. Nicholas avenue..	.122	.122	.026	.270	.....
155th street, Amsterdam avenue to Eighth avenue.....	.327	.327	.032	.686	.....
Total, Manhattan.....	.639	.632	.069	1.340	.....
THE BRONX					
University avenue, Burnside avenue, west, to Burnside avenue, east.....	.055	.055	.012	.122	.....
Fordham road, Third avenue to Southern boulevard.....	.596	.596	.029	1.221	.....
Broadway, north abutment to bridge over creek to city line.....	2.544	2.544	.084	5.172	.....
Southern boulevard, 189th street to center line of curves, Fordham road.....	.089	.089	.....	.178	.....
Total, The Bronx.....	3.284	3.284	.125	6.693	.....
Total, trackage rights.....	3.923	3.916	.194	8.033	.....
Total track operated.....	21.525	21.458	.734	* 43.717	D .012
Whereof owned and maintained.....	15.495	15.448	.469	* 31.412	D .012
Whereof trackage rights and joint track maintained by others.....	6.030	6.010	.265	12.305	.....
Track in the Borough of Manhattan.....	2.407	2.385	.137	4.929	.....
Track in the Borough of The Bronx.....	19.118	19.073	.597	38.788	D .012

Details of Track, Roadway and Electric Line Construction

Items	Added during year	Removed during year	At close of year *
Ballast:			
Miles of track laid on concrete construction.....	4.162	.....	23.971
Miles of track laid on native material.....	.....	.....	10.25
Ties: **			
Number of steel ties.....	.....	.....	1,884
Number of wood ties, treated.....	775	.....	6,952
Number of wood ties, untreated.....	.....	775	67,780
Miles of track laid on ties.....	2.469	.....	31.849

* For star, see preceding page.

* Not operated by respondent.

* See note 18 preceding page.

* Includes 1.463 miles not used.

* Differences between this year's and last year's figures not explained in this table are reported by company as due to corrected field measurements or to transfer of track from trackage rights to exclusive or joint ownership."

** Total cost of 775 ties at distributing point, \$677.25 charged to operating expenses.

New York City Interborough Railway Company
Details of Track, Roadway, and Electric Line Construction — Concluded

Items	Added during year	Removed during year	At close of year ^a
Rail (miles of track):			
9-inch, 107-lb.....			31.611
9-inch, 125-lb.....			.210
9-inch, 90-lb.....			.474
7-inch, 96-lb.....			.138
7-inch, 100-lb.....	.016		.306
7-inch, 116-lb.....			.365
6-inch, 97-lb.....			.190
4-inch, 81-lb.....			.314
2½-inch, 94-lb., on bridges.....			.613
Rail joints (miles of track):			
Bolted plates.....	3.798	.016	33.841
Electric weld.....	.380		.380
Rail bonds, miscellaneous types (miles of track).....	3.782		33.841
Welded joints.....	0.380		0.380
Paving:			
Macadam.....	.004	.004	5.972
Wood block.....			1.637
Granite block.....	2.023	.042	14.543
Asphalt, sheet.....	1.974	.069	5.674
Asphalt, block.....	.249	.001	2.920
Planking.....	.028		.069
Dirt.....			3.406
Poles — iron.....			1,279
Overhead construction: Miles of line.....	.037		18.371
Whereof span wire construction.....	.037		6.187
Whereof side bracket construction.....			.706
Whereof centerpole construction.....			11.247
Whereof wood trough construction.....			.231
Trolley wire — 2/0 round copper (miles).....	.037		35.694
Underground conduit — Terra cotta and fire clay:			
Miles of line.....			1.1
Duct miles.....			5.13
Distribution cables (voltage 575) (miles):			
Underground — 1,000,000 C. M., paper and lead.....		.883	.677
½ M. C. M. P. P. & L. Sub. Mar.....			.197
Overhead — 500,000 C. M., weatherproof.....			14.45
4/0 weatherproof.....			.555
2,000,000 C. M., weatherproof.....		.925	

Cars.— Number: Revenue 94 (whereof 41 leased from the Third Avenue Ry. Co.); increase during the year, 21; service, 8. (For details, see Table III.)

Miscellaneous.— Transfer points, with associated companies, 33; with own cars, 9.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 15,247,222, whereof 5-cent, 11,594,357; 4-cent, 3,652,865; transfers, 6,034,480; free, no record.

Car Miles.— Revenue, 2,609,785, whereof passengers active, 2,503,204; passengers idle, 106,206; special, 375; non-revenue, 3,267. **Car-seat Miles.**— 107,060,937. **Car Hours.**— 310,069, whereof passenger, active and idle, 310,019; special passenger, 70. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— Persons killed, 1; serious injuries, 36; minor injuries, 200. Amount paid in settlement of injuries and damages that occurred during year, \$19,942.62; for accidents in prior years, \$6,591.39. (For details of accidents, see Tables X and XI.)

Employees and Wages.— See Table XII.

^aSee this note on preceding page.

New York City Interborough Railway Company

Officers.— President, F. W. Whitridge; Vice-President and General Manager, E. A. Maher; Secretary, S. E. Martin; Assistant Secretary and Assistant Treasurer, J. F. Feely; Treasurer, A. D. Sage; Auditor, Reune Martin; General Counsel, Evarts, Choate and Sherman; Assistant General Manager, E. A. Maher, Jr.

Directors.— F. W. Whitridge, H. Bronner, G. W. Davison, A. Iselin, Jr., E. A. Maher, W. E. Roosevelt, J. H. Seaman, E. M. Burghard, A. W. Scholle.

Main Business Office.— 2396 Third Avenue, New York City.

Report verified by Edward A. Maher, Vice-President and General Manager, September 29, 1916.

NEW YORK CONSOLIDATED RAILROAD COMPANY

LESSEE OF NEW YORK MUNICIPAL RAILWAY CORPORATION (GRANTEE UNDER RAPID TRANSIT RAILROAD CONTRACT No. 4)

History.¹— Incorporated November 30, 1912, under the Railroad Law as a consolidation of Brooklyn Union Elevated Railroad Company, Sea Beach Railway Company and Canarsie Railroad Company, all of which were controlled by Brooklyn Rapid Transit Company.

This company controls through ownership of its entire capital stock the New York Municipal Railway Corporation and leases from it the property constructed under Contract No. 4.

The Transit Development Company operates under agreement the storage yards of this company; one in East New York, one at 36th street, one between Fifth and Seventh avenues, at 37th and 38th streets, and one at Crescent street; its shops at the bridge and at East New York; its sub-stations at Essex street, Parkville, East New York, Prospect Park, and New Utrecht; and its 63d street dock.

Stockholders and Members.— Total voting powers of all members of the company on January 17, 1916, 188,532, each holder of \$100 par value of stock having one vote; total number of stockholders January 17, 1916, 199, of whom 150, holding 188,068 votes, resided in New York State. Stock control of the company is held by Brooklyn Rapid Transit Company through ownership of 179,654 shares, deposited with Central Trust Company, trustee. Total votes cast at the last general meeting, February 3, 1916, 185,034, C. D. Meneely and T. S. Williams casting 75 and 428 votes, respectively, on behalf of themselves, and, as authorized proxies, 182,515 on behalf of corporate members, and 2,016 on behalf of individual members.

Important Changes during the Year.— Extensions of road put into operation: Liberty Avenue extension, from City line to Lefferts avenue, 2.096 miles; operation began September 25, 1915. Third tracks on Fulton Street Elevated Line, from Nostrand avenue to Sackman street, operation began December 27, 1915. Broadway-Fourth Avenue Line, from 64th street to 86th street, 1.197 miles; operation began January 15, 1916. Third track, Broadway, Brooklyn, from Have-meyer street to Myrtle avenue; operation began January 17, 1916. West End Line, operation by third rail began June 24, 1916; two tracks, Fourth avenue and 36th street to 62d street; single track, 62d street to Eighteenth avenue station, additional mileage, 6.677 miles, single track.

Track mileage increased as follows: Liberty Avenue extension, three tracks, 6.146 miles; Fulton Street Elevated, third track, 2.309 miles; Fourth Avenue subway, Manhattan Bridge plaza to 86th street, 12.030 miles; Broadway Elevated, third track, 1.587 miles; New Utrecht Avenue Elevated, three tracks, 8.220 miles; 38th street (between 36th street station and Ninth Avenue station), 2.542 miles; total, 32.834 miles.

Certificates were issued during the year for 68 shares of preferred stock and 38 shares of common stock of respondent in exchange for stock of Brooklyn Union Elevated R. R. Co., kind for kind, par for par. Respondent purchased \$3,104.09 of the Brooklyn Rapid Transit Company's 5 per cent notes as an investment of its employers liability reserve fund; 350 Brooklyn Rapid Transit Company's 6-year 5 per cent \$1,000 gold notes as a depreciation fund investment; and in June 1916, acquired participation certificate No. 9 in the Brooklyn Rapid Transit Insurance Reserve Fund. A note dated July 1, 1915, for \$8,241.68, due July 1, 1916, was transferred to accounts receivable on June 30, 1916. In May, 1916, the Corporation Counsel of the City and the Attorney General of the State of New York agreed with respondent upon a compromised settlement of outstanding special franchise taxes.

An agreement dated January 11, 1916, was made between the New York Municipal Railway Corporation, The Brooklyn Heights Railroad Co. and respondent, relating to the reciprocal use of property at East New York. An agreement dated June 22, 1916, was made with The Long Island Railroad Co. covering joint Rockaway Beach service during season of 1916. The Nassau

¹ See Documentary History in Annual Report, 1913, vol. V, pp. 929-934 and chart 4.

New York Consolidated Railroad Company

Electric Railroad Co., by lease dated August 3, 1915, granted to the New York Municipal Railway Corporation and respondent use of part of right of way, for 999 years, near Surf avenue between Avenue Y and the right of way of The New York and Coney Island Railroad Co. Agreements, dated July 20, 1915, were made with the Inter-Continental Construction Corporation for the construction of sidings at Eastern parkway and Brighton Beach line and at Eastern parkway and Brighton Beach race-course. An easement was granted on July 9, 1915, by The Long Island Railroad Co. to the City of New York, the Interborough Rapid Transit Co. and respondent for right of way at Roosevelt avenue and I'oe place, Queens; also providing for construction of stairway connecting subway with railroad station of The Long Island Railroad Co. An agreement dated January 27, 1916, was made between the City of New York, the Interborough Rapid Transit Co. and respondent, relative to the opening, use and maintenance of a foot passage between the Municipal building and the station of the Manhattan-Bronx line. Agreements providing for stairways and other approaches to subway stations at various points were entered into during the year.

H. R. Potts was appointed Acting Assistant Secretary on June 22, 1916. No new powers or franchises were acquired during the year.

Under an assignment and lease dated March 25, 1913, 125 additional subway passenger cars were leased from the New York Municipal Railway Corporation.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
	Current assets:		
\$32,473 95	Cash.....	\$399,638 79	\$367,164 84
282,192 59	Depreciation funds uninvested.....	120,321 98	D 161,870 61
10,140 00	Other special deposits.....	15,741 00	5,601 00
56,720 38	Accounts receivable ¹	124,162 08	67,441 70
97,115 28	Interest and dividends receivable ²	94,407 78	D 2,707 50
	Miscellaneous investments:		
200,038 45	Stocks of associated companies.....	200,038 45	.....
.....	Funded debt of associated companies...	351,750 00	351,750 00
24,527 51	Corporate stock of City of New York...	24,527 51	.....
127,589 86	Other miscellaneous investments.....	157,195 17	29,605 31
52,464,897 07	" Fixed Capital, Dec. 31, 1908 ".....	52,451,226 76	D 13,670 31
	Fixed capital installed since 1908:		
200,502 70	Street railway land.....	267,737 56	67,234 86
890 06	Intangible street railway capital.....	903 63	13 57
4,899,709 18	Tangible street railway capital.....	4,945,716 36	46,007 18
57,565,999 01	Total fixed capital — gross.....	57,665,584 51	99,585 30
425,621 95	Less accrued amortization.....	⁴ 610,086 65	184,464 70
57,140,377 06	Total fixed capital — net.....	57,055,497 86	D 84,879 40
3,975,000 00	Temporary advance to associated com- panies.....	3,750,000 00	D 225,000 00
93,766 94	Prepayments.....	68,004 31	D 25,762 63
57,933 10	Other suspense.....	61,674 86	3,741 76
<u>\$62,097,875 12</u>	<u>Total.....</u>	<u>\$62,422,959 59</u>	<u>\$325,084 47</u>

LIABILITIES SIDE

	Unfunded debt:		
\$481,848 95	Taxes accrued.....	\$188,895 84	D \$292,953 11
343,324 84	Due associated companies.....	865,164 52	521,839 68
154,715 62	Miscellaneous accounts payable.....	92,639 57	D 62,076 06
466,445 67	Interest accrued on funded debt.....	472,046 67	5,601 00
.....	Rent accrued for lease of roads.....	480,000 00	480,000 00
781 24	Due for wages and salaries.....	1,579 87	798 13
	Funded and other long-term debt:		
23,650,000 00	Mortgage bonds.....	23,650,000 00	.....
14,588,138 59	Certificates of indebtedness.....	14,588,138 59	.....

¹ Includes accounts with associated companies, \$27,488.60 for 1915 and \$28,031.52 for 1916

² Includes \$96,715.28 for 1915 and \$94,007.78 for 1916, due from the Brooklyn Rapid Transit Co.

⁴ Includes \$25,255.44 fund for replacement of retired property of existing railroads.

New York Consolidated Railroad Company

BALANCE SHEET—*Concluded*LIABILITIES SIDE—*Concluded*

June 30, 1915		June 30, 1916	Increase or (D) decrease
	Reserves:		
8,247 82	Depreciation fund for the railroad and its equipment.....	\$13,662 51	\$5,414 69
123,589 86	Casualties and insurance reserve.....	150,091 08	26,501 22
8,241 68	Employers' liability reserve.....	3,050 75	D 5,190 93
6,465 51	Suspense credit balances.....	6,044 02	D 421 49
18,900,000 00	Capital stocks.....	18,900,000 00	.....
8,366,075 34	Corporate surplus.....	3,011,646 67	D 354,428 67
<u>\$62,097,875 12</u>	<u>Total.....</u>	<u>\$62,422,959 59</u>	<u>\$325,084 47</u>

Contingent Liabilities.— Disputed taxes, \$117,514.64; judgments on appeal, \$29,143.67; guaranty of principal and interest of first mortgage bonds of New York Municipal Railway Corporation from time to time outstanding — outstanding June 30, 1916, \$60,000,000.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1915 filed by respondent:	Gross value	Same, less depreciation
New York Consolidated Railroad Co.:		
Real property outside streets and public places.....	\$10,702,656 27	\$9,854,376 73
Real property in streets — tangible.....	11,035,850 65	8,104,869 79
Tangible personal property.....	11,710,131 96	11,710,131 96
New York Municipal Railway Corporation:		
Real property outside streets and public places.....	3,044,568 75	3,011,318 75
Real property in streets — tangible.....	746,649 64	746,649 64
Tangible personal property.....	11,913,954 64	11,914,954 64

Assessed valuation for 1916 taxes:	Borough of Brooklyn	Borough of Queens	Borough of Manhattan
New York Consolidated Railroad Co.:			
Real property outside streets and public places.....	\$9,598,450 00	\$34,900 00	.....
Real property (tangible and intangible) in streets.....	11,491,444 00	.....	.....
New York Municipal Railway Corporation:			
Real property outside streets and public places.....	3,423,350 00	658,150 00	\$273,000 00
Real property (tangible and intangible) in streets.....	6,164 00	663,940 00	.....

DETAILS OF ASSETS AND DEBIT BALANCES

"Fixed Capital, December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Cost of road and equipment.....	\$40,051,582 40	\$1,920 31	\$40,049,662 09
Engineering and superintendence.....	14,873 62	.....	14,873 62
Right of way.....	1,674,073 69	.....	1,674,073 69
Real estate used in operation of road.....	152,026 54	.....	152,026 54
Track and roadway construction.....	5,471,032 55	11,750 00	5,459,282 55
Electric line construction.....	144,017 98	.....	144,017 98
Buildings and fixtures used in operation of road.	408,949 59	.....	408,949 59
Power plant equipment.....	491,919 04	.....	491,919 04
Shop tools and machinery.....	82,203 95	.....	82,203 95
Cars.....	3,894,960 80	.....	3,894,960 80
Miscellaneous equipment.....	7,448 59	.....	7,448 59
Organization.....	5,159 14	.....	5,159 14
Interest and discount.....	11,375 00	.....	11,375 00
Miscellaneous.....	55,274 18	.....	55,274 18
<u>Total.....</u>	<u>\$52,464,897 07</u>	<u>\$13,670 31</u>	<u>\$52,451,226 76</u>

New York Consolidated Railroad Company

Details of Capital Withdrawn.—Sale of one steam shovel and derrick, \$11,750; demolition of discarded furniture from basement of Brighton Beach Hotel, \$1,920.81; total, \$13,670.31.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Organisation.....				\$349 42
Patent rights.....	\$13 57			554 21
Right of way.....	1,179 75			185,549 39
Other street railway land.....	66,055 11			82,188 17
Grading.....	46,007 18			223,081 26
Ballast.....				936 00
Ties.....				3,626 13
Rails, rail fastenings and joints.....				28,575 30
Special work.....				21,182 71
Track laying and surfacing.....				19,523 41
Paving.....				150 00
Roadway tools.....				64 63
Elevated structures and foundations....				381,355 96
Bridges, trestles and culverts.....				13,147 38
Crossings, fences and signs.....				22,772 86
Interlocking and other signal apparatus.				15,881 49
Telephone and telegraph lines.....				68 86
Poles and fixtures.....				2,975 50
Transmission system.....				1,001 50
Distribution system.....				48,226 62
Sub-station buildings.....				33,231 22
Shops and car houses.....				3,297 34
Stations, waiting-rooms and miscella- neous buildings.....				80,618 44
Docks and wharves.....				278 65
Park and resort properties.....				9,173 34
Sub-station equipment.....				124,606 17
Shop equipment.....				16,073 21
Revenue cars.....	\$ 6,822.00			1,895,260 33
Electric equipment of cars.....	Cr. ⁵ 6,822 00			1,984,294 87
Other rail equipment.....				4,489 24
Miscellaneous equipment.....				1,631 77
Miscellaneous construction expenditures.				192 15
Total.....	\$113,255 61			\$5,214,357 55

Details of Expenditures for Improvements

Purchase of property at rear of Brighton Beach Hotel and lying between Coney Island avenue and Ocean Parkway.....	\$65,981 21
Amount paid in consideration of release of obligations arising through original construction of elevated structure in front of the premises at 1242-1246 and 1389 Fulton street.....	682 50
Account elimination of grade crossings on the Brighton Beach line.....	12,500 00
Account excavating and reinforcing station walls with concrete on the Brighton Beach line.....	33,507 18
Minor projects less than \$500.....	584 72
Total.....	\$113,255 61

Patent Rights and Other Intangible Capital Acquired during the Year.—Improved method of fastening hand centre plates in special work (patent 1,164,043), acquired from R. P. Williams, March 9, 1916, term 17 years, \$13.57.

⁵ Represents transfer from Electric equipment of cars to Revenue cars.

New York Consolidated Railroad Company

Miscellaneous Investments

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Free Investments</i>				
A. and M. Hockman, bond and mortgage, extended to Oct. 1, 1916, 6%..	\$4,000 00	\$4,000 00	\$4,000 00	\$240 00
Brooklyn Rapid Transit insurance reserve fund, 4½%, participation certificates.....	150,091 08	—	150,091 08	\$ 5,561 50
Brooklyn Rapid Transit Company's 5% demand notes ⁷	3,104 09	3,104 09	3,104 09	\$ 51 74
<i>Bound Investments</i>				
Brooklyn Rapid Transit Company's 5% 6-year secured gold notes ⁸ ...	350,000 00	351,750 00	351,750 00	8,312 50
New York Municipal Railway Corporation's capital stock ¹⁰	200,000 00	200,038 45	200,038 45	.....
City of New York corporate stock, 4½% ¹¹	24,000 00	24,527 51	24,527 51	1,020 00
Total.....	\$731,195 17	—	\$733,511 18	¹² \$15,185 74

*Advances to Associated Companies.*¹³—To Brooklyn Rapid Transit Company, amount at beginning of year, \$3,975,000; advanced during year, \$200,000; reimbursed during year, \$425,000; amount at close of year, \$3,750,000; interest at 5 per cent accrued during year, \$193,499.99; paid, \$205,420.17.

Depreciation Funds Uninvested.—Depreciation fund for Railroad and its Equipment and Depreciation fund for Existing Railroads and their Equipment, \$95,066.54; fund for replacement of retired property of Existing Roads, \$25,255.44; total, \$120,321.98.

Special Deposits.—Coupons, \$13,380; deposit for liability under State Workmen's Compensation Act, \$2,361; total, \$15,741.

Prepayments.—Taxes, \$745.48; insurance, \$60,679.38; rents, \$6,250; prepaid interest, special franchise tax, 1907, 1908, 1910, \$4.45; sundries, \$325; total, \$68,004.31.

Suspense.—Rockaway Beach service, \$108.75; Croastown Elevated line, \$486.51; accounts in litigation, \$55,136.83; New York Municipal Railway Corporation, \$358; expense in connection with Brighton Beach improvement involved in suit of Cranford vs. The Brooklyn Heights Railroad, \$5,325.40; miscellaneous, \$259.37; total, \$61,674.86.

DETAILS OF LIABILITIES AND CREDIT BALANCES

*Capital Stocks.*¹⁴—Common: Authorized 139,000 shares of \$100 par value each [to be issued for like stock of constituent companies as follows: Sea Beach Ry. Co., \$650,000; Canarsie R. R. Co., \$250,000; Brooklyn Union Elevated R. R. Co., \$13,000,000];¹⁵ issued during the year in exchange, par for par, for Brooklyn Union Elevated R. R. stock, \$3,800; actually outstanding, \$13,864,900 (435,100 remaining the common stock liability for conversion). Preferred: Authorized, 50,000 shares of \$100 par value each [stock to be issued for like stock of Brooklyn Union Elevated R. R. Co., \$5,000,000];¹⁶ issued during the year in exchange, par for par, for Brooklyn Union Elevated R. R. stock, \$6,800; actually outstanding, \$4,989,400 (\$10,600 remaining the preferred stock liability for conversion). Total stock outstanding and stock liability for conversion, \$18,900,000; dividends declared and paid during year, 10 per cent,¹⁷ \$1,890,000.

⁶ Added to principal in June, 1916, instead of being credited to revenue.

⁷ Employers' liability reserve investment.

⁸ Credited to employers' liability reserve.

⁹ Depreciation fund investment.

¹⁰ Pledged to secure certificates of indebtedness.

¹¹ Deposited with State Industrial Commission (together with \$2,361 cash) to secure liability under Workmen's Compensation Act.

¹² Of this amount only \$9,572.50 is credited to revenue; see notes 6 and 8.

¹³ The company also reports on the balance sheet under accounts receivable, \$28,031.52 due from associated companies as follows: Brooklyn Heights R. R. Co., \$75.55; Nassau Electric R. R. Co., \$6,582.77; South Brooklyn Ry. Co., \$11,154.53; Transit Development Co., \$372.24; Brooklyn Rapid Transit Co., \$8,255.87; New York Municipal Ry. Corp., \$1,590.56.

¹⁴ For details of the purposes for which stocks and bonds of constituent companies were issued, see 1913 Annual Report of the Commission, vol. II, pp. 697-698.

¹⁵ From the consolidation agreement on file with the Commission.

¹⁶ [Includes dividends on unissued stock held to provide for conversion liability.]

New York Consolidated Railroad Company

Funded Debt

Particulars	Brooklyn Union Elevated R. R. Co., first mortgage bonds	Kings County Elevated R. R. Co., first mortgage bonds	Sea Beach Ry. Co. con- solidated mortgage bonds ¹⁷
Nominal date of issue.....	Feb., 1899	Jan., 1899	Sept., 1896
Date of maturity.....	1950	1949	1916
Interest, rate and dates.....	5%, Feb.-Aug.	4%, Feb.-Aug.	4%, May-Sept.
Denominations.....	\$1,000	\$1,000	\$100-\$1,000
Authorized by company.....	\$16,000,000 00	\$7,000,000 00	\$650,000 00
By public authority.....	16,000,000 00	7,000,000 00	650,000 00
Actually issued, prior to year.....	16,000,000 00	7,000,000 00	650,000 00
Cash realized.....	.....	.....	90,000 00
Property consideration.....	¹⁷ 16,000,000 00	¹⁷ 7,000,000 00	¹⁸ 550,000 00
Discount.....	.....	.....	10,000 00
Actually outstanding.....	16,000,000 00	7,000,000 00	650,000 00
Interest accrued.....	800,000 00	280,000 00	26,000 00
Interest charged to income.....	800,000 00	280,000 00	26,000 00
Interest paid.....	794,475 00	279,960 00	25,964 00
Interest accrued but not due.....	333,333 33	116,666 67	8,666 67
Interest matured and unpaid.....	11,780 00	1,560 00	40 00
Market price.....	Inactive	Inactive	Inactive
Trustees under mortgages.....	Cent. Trust Co.	Cent. Trust Co.	Wm. M. Grinnell, Wm. O. Platt and Wm. Man.

Due Associated Companies.—Certificates of indebtedness issued by respondent, payable on demand and bearing interest at 6 per cent, owned by Brooklyn Rapid Transit Co.: Outstanding at beginning and end of year,¹⁹ \$14,588,138.59; interest accrued during year, \$875,288.32; interest paid, \$437,644.18.

Open accounts on which no interest is charged, amounts owing at close of year: Transit Development Co., \$275,731.39; Brooklyn Heights R. R. Co., \$57,600.93; Nassau Electric R. R. Co., \$4,241.89; South Brooklyn Ry. Co., \$7,268.55; Coney Island and Gravesend Ry. Co., \$24.25; Brooklyn, Queens County and Suburban R. R. Co., \$585.45; Coney Island and Brooklyn R. R. Co., \$472.70; New York Municipal Railway Corporation, \$42,596.43; Brooklyn Rapid Transit Co., \$476,642.93; total, \$865,164.52.

Taxes Accrued.—See schedule supporting Income Statement.

	Reserves			
Reserves deductible from fixed capital:	Credit balance June 30, 1915	Credits during year	Debits during year	Credit balance June 30, 1916
Accrued amortisation of capital prior to temporary operation as provided in Contract No. 4	\$151,677 18	.....	.....	\$151,677 18
Depreciation fund for existing roads and their equipment...	262,636 68	²⁰ \$186,036 29	²¹ \$15,518 94	433,154 03
Depreciation fund for replacement of retired property of existing railroads.....	11,308 09	14,157 78	210 38	25,255 44
Depreciation fund for railroad and its equipment.....	8,247 82	²² 5,553 08	²³ 138 39	13,662 51
Insurance reserve.....	123,589 86	26,501 22	.....	150,091 08
Employers' liability reserve.....	8,241 68	3,202 35	8,393 28	3,050 75

¹⁷ Guaranteed by Brooklyn Rapid Transit Co. ¹⁸ See note 14. ¹⁹ Of this amount, certificate No. 1 for \$14,344,974.96 was issued in lieu of other certificates as follows: Brooklyn Union Elevated R. R. Co., \$8,944,778.22; Canarsie R. R. Co., \$1,378,869.17; Sea Beach Ry. Co., \$277,605.53; New York Consolidated R. R. Co., \$3,743,722.04. ²⁰ Consists of interest on fund for the year, \$4,474.34; apportionments to fund, \$175,074.85; salvage on high tension cable No. 20 removed from structure at Broadway and Fulton street, \$6,183.54; salvage on 1,000 feet W. P. wire removed, Broadway and Marcy avenue, \$303.36; adjustment, \$0.20. ²¹ Consists of transfer of interest allowed by bank, \$4,474.34; value of property retired or destroyed, \$11,044.60. ²² Consists of interest on depreciation fund, \$138.39 and apportionments of reserve fund, \$5,414.69. ²³ Transfer of interest allowed by banks.

New York Consolidated Railroad Company

Reserves — Concluded

Credit balance
June 30, 1916

Suspense credit balances:

Unearned rentals.....	\$5,464 99
Brighton-by-the-Sea.....	555 00
Miscellaneous.....	24 03
Total.....	\$6,044 02

INCOME STATEMENT

[The excerpts from the various operating agreements of the companies in the Brooklyn Rapid Transit system on pp. 547ff. should be consulted for a clearer understanding of the operating data in this abstract.]

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue.....	\$9,704,390 01	\$1,333,270 67
Other operating revenue.....	186,109 53	3,983 65
Total operating revenue.....	\$9,890,499 54	\$1,337,254 32
Operating expenses:		
Maintenance of way and structures.....	\$593,429 96	\$80,235 26
Maintenance of equipment.....	890,144 94	120,352 90
Power purchased.....	1,553,417 29	190,090 37
Operation of cars.....	1,946,310 29	322,407 96
Injuries to persons and property.....	190,857 49	40,474 82
Traffic expenses.....	33 60	33 60
Other general expenses.....	307,470 40	48,148 92
Total operating expenses.....	\$5,481,663 97	\$801,743 83
Taxes accrued.....	545,403 98	4,396 37
Total revenue deductions.....	\$6,027,067 95	\$806,140 20
Operating income.....	\$3,863,431 59	\$531,114 12
Non-operating income: Rents from lease of road and equipment, \$181,592.09; miscellaneous rent revenue, \$26,932.99; interest on advances (B. R. T. Co.), \$193,499.99; on investments, \$9,572.50; on bank balances, \$16,185.90; miscellaneous interest, \$6.81; miscellaneous non-operating revenues, \$1,572.58; total, \$429,362.86; less non-operating revenue deductions, \$30,659.88 (repairs, operation of steam and electric plants, etc., \$24,457.58; taxes, \$6,202.30).....	398,702 98	6,070 00
Gross income applicable to corporate and leased properties....	\$4,262,134 57	\$537,184 12
Deductions from gross income:		
Track and terminal privileges.....	\$43,464 52	D \$12,935 48
Rent for lease of other road and equipment.....	703,179 45	574,654 49
Miscellaneous rent deductions.....	19 17	10 42
Interest on funded debt.....	1,106,000 00	.....
Other interest deductions (on certificates of indebtedness, \$875,288.32; on taxes, \$16,992.30).....	892,280 62	21,749 58
Other contractual deductions.....	4,094 01	255 26
Total income deductions.....	\$2,749,037 77	\$583,734 27
Net corporate income.....	\$1,513,096 80	D \$46,550 15

750 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

New York Consolidated Railroad Company

CORPORATE SURPLUS		Amount
Surplus, June 30, 1915.....		\$3,366,075 34
Balance for year, transferred from income.....		1,513,096 80
Cancellation of amount accrued for rental of terminal at Fulton ferry from Union Ferry Co.....		23,833 33
Excess reserve for special franchise taxes, 1910, 1913, 1914, 1915.....		145,415 09
Aluminum wire sold.....		1,459 59
Dividends on scrip of common and preferred stock.....		192 50
		<hr/>
Total credits.....		\$5,050,073 25
Dividends declared: 10 per cent on \$5,000,000 preferred stock, \$500,000; 10 per cent on \$13,900,000 common stock, \$1,390,000.....	\$1,890,000 00	
Amortization elsewhere unprovided for:		
Loss on discarded furniture, Brighton Beach Hotel, \$1,920.31; loss on two aluminum feeders from Broadway elevated structure, \$1,459.59.....	3,379 90	
Inadequate reserve for special franchise taxes, 1911-12.....	90,046 28	
Real estate taxes prior to 1909.....	404 40	
Insurance on real estate prior to 1909.....	549 87	
Interest on balance of special franchise taxes, 1908, 1910, 1911, 1912.....	53,988 37	
Miscellaneous.....	57 76	
		<hr/>
Total deductions.....		2,038,426 58
		<hr/>
Surplus, June 30, 1916.....		\$3,011,646 67

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges: Broadway Subway and Home Boroughs Car Advertising Co., Inc., \$82,107.44.

Other car and station privileges: Broadway Subway and Home Boroughs Car Advertising Co., Inc., \$54,738.31; other, \$36.39; total, \$54,774.70.

Rent of land and buildings: American District Telegraph Co., \$456.60; Brooklyn Subway and Home Boroughs Car Advertising Co., Inc., \$1,100; Brooklyn Public Library, \$300; City of New York, Fire Department, \$7,386.75; City of New York, Police Department, \$198.08; Edison Electric Illuminating Co., \$2,018.11; Manhattan Bridge Three-Cent Line, \$12; New York & Queens E. L. & P. Co., \$1.50; New York Telephone Co., \$958.58; Postal Telegraph and Cable, \$671.72; Stock Quotation Telegraph Co., \$1,980.84; Western Union Telegraph Co., \$1,858.87; miscellaneous, \$5,727.66; total, \$22,670.71.

Rent of tracks and terminals: The Brooklyn Heights R. R. Co., \$500; The Nassau Electric R. R. Co., \$2,000; South Brooklyn Ry. Co., \$23,933.23; total, \$26,433.23.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortisation of Capital," the official title of the depreciation reserve.

Commencing August 4, 1913, when temporary operation of the New York Municipal Railway Corporation was begun, the provisions of Contract No. 4 became effective. Article XLIX, paragraph 4 of said contract provides that the lessee shall deduct from revenues at the end of each quarter "an amount equal to twelve per centum (12%) of the revenue for the maintenance, exclusive of depreciation, of the Railroad and Equipment and the Existing Railroads." Paragraph 5 provides that "For the first year of temporary operation an amount equal to three per centum (3%)

New York Consolidated Railroad Company

of the revenue for depreciation of such portions of the Railroad and the Equipment and the Existing Railroads as are not repaired or replaced through the expenditures for maintenance provided for in paragraph 4 of this article.

"The said three per centum (3%) for the first year of such temporary operation and the amount determined as hereinbefore provided for future years shall be divided in accordance with such classification and paid into three (3) depreciation funds. The first of such funds shall be known as the 'Depreciation Fund for the Railroad and Equipment,' the second of such funds shall be known as the 'Depreciation Fund for the Plant and Property of the Extensions and Additional Tracks,' which shall be the plant and property of the extensions and additional tracks authorized by the Commission by said certificates; and the third of such funds shall be known as the 'Depreciation Fund for Existing Railroads,' which shall be the existing Railroads and Equipment thereof other than that covered by the second fund hereinbefore in this article provided for."

Of the 15 per cent of revenue thus provided, maintenance of way and structures is charged with 40 per cent, and maintenance of equipment with 60 per cent. Under this rule, \$98,026.43 was debited to depreciation of way and structures and concurrently credited to reserve; and \$82,463.11 was debited to depreciation of equipment and concurrently credited to reserve.

Power Purchased.—From Transit Development Co., 167,396,762 kw. hrs. (calculated on monthly car mileage); average price per kw. hr., .928 cents; total, charged to operating expenses, \$1,553,417.29.

Joint Facilities.—With South Brooklyn Railway Co., for maintenance of part of the right of way, of the Prospect Park & Coney Island Railroad Co., \$1,327.82 credited to operating expenses.

Rents Payable Charged to Operating Expenses.—Office rent, 85 Clinton street; owner, The Brooklyn City Railroad Co.; lessee, The Brooklyn Heights Railroad Co.; amount, \$11,000.

Taxes

Class of Taxes	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land.....	\$13,658 08	\$12,807 46	\$15,262 71	.....
Improvements on land.....	18,335 20	17,389 92	15,210 18	.....
Corporate real estate.....	219,162 50	153,246 70	165,613 68	.....
Special franchise.....	131,964 70	119,549 12	* 363,194 49	* \$85,494 30
Bridge tolls.....	113,092 20	113,092 20	115,141 40	.....
State franchise tax on dividends....	34,020 00	34,020 00	34,020 00	.....
State franchise tax on gross earnings	77,644 16	91,150 47	77,744 29	.....
Federal income.....	4,148 11	4,148 11	4,148 11	.....
Total.....	\$612,024 95	* \$545,403 98	\$790,334 86	\$85,494 30

Non-Operating Revenues.—Rents accrued from lease of road and equipment: Long Island R. R. Co., Rockaway Beach service, \$34,891.88; The Nassau Electric R. R. Co., cars over West End Line tracks, \$90,126.90; South Brooklyn Ry. Co., cars over Prospect Park & Coney Island R. R. tracks, \$56,474.10, motor and other cars, \$99.21; total, \$181,592.09.

Miscellaneous rent revenues: Brighton Beach Hotel, \$15,000; minor rents receivable, \$11,932.99; total, \$26,932.99; expenses during period, \$24,457.58 (operation and maintenance of water, steam and electric plants at Brighton Beach Hotel; repairs and water charges at various locations); tax on rented properties, \$6,202.30.

Miscellaneous Rent Deductions.—Track and terminal privileges: The Brooklyn Heights Railroad Co., rent of East New York elevated shop, \$20,900; The Nassau Electric Railroad Co., rent of West End terminal, \$1,064.52; South Brooklyn Railway Co., rent of tracks of Prospect Park & Coney Island Railroad Co., between Fifth and New Utrecht avenues, \$1,000, and privileges at Culver terminal, \$20,000; miscellaneous, \$500; total, \$43,464.52.

* Includes \$67,863.91 for the year 1911 and \$183,679.04 for the year 1912, in accordance with compromised settlement.

* Does not include accrued interest, \$34,396.61. Tax levied on Brooklyn Union Elevated R. R. Co., 1910, \$83,834.39; accrued interest, \$33,680.25; not carried on respondent's books. Taxes levied on Canarsie R. R. Co., 1908 and 1910, \$783.75; accrued interest, \$364.16. Tax levied on Sea Beach Ry. Co., 1910, \$876.16; accrued interest, \$352.20.

* In addition, \$6,202.30, taxes on rented property, was charged to non-operating income; \$90,046.28, special franchise taxes for 1911 and 1912, and \$399.40, city land tax for years 1894 to 1906, inclusive, were charged to surplus.

New York Consolidated Railroad Company

Rents accrued for lease of other road and equipment: The Brooklyn Heights Railroad Co., Lutheran Cemetery Line, \$25,000; South Brooklyn Railway Co., rent of locomotives, \$220; New York Municipal Railway Corporation, 1 per cent on cost of construction and equipment in operation, \$25,532.73; 6 per cent per annum on capital stock outstanding, \$12,000; 5 per cent per annum on bonds outstanding, \$160,426.72; interest on construction in operation not declared by Public Service Commission (estimated), \$480,000; total, \$703,179.45.

Other Contractual Deductions from Gross Income.— Normal income tax assumed on first mortgage bonds of Brooklyn Union Elevated R. R. Co., \$4,094.01.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically operated elevated line, third rail contact, 29.253 miles of road owned, 6.115 miles of road leased; electrically operated elevated line, trolley contact, 3.758 miles of road; electrically operated subway line, third rail contact, 12.835 miles of road owned, 11.670 miles of road leased.

NAME OF STREET	Road	Second track	Other track	All running track	Increase or (D) decrease ²⁷
<i>Road owned by respondent</i>					
Adams street, Myrtle avenue to Sands street...	.421	.393	.....	.814	.....
Adams and Washington streets, to connection..	.089	.089	.034	.212	.....
Broadway, Kent avenue to Alabama avenue...	4.350	4.350	.706	9.406	.....
Crescent street, Fulton street to Jamaica avenue	.423	.423	.278	1.124	.....
Canarsie connection near Pitkin avenue.....	.042	.042	.....	.084	.....
Crescent street incline.....	.157	.157	.....	.314	.....
Chestnut street incline.....	.204	.204	.....	.408	.....
East New York loop.....	.077	.077	.....	.154	.....
Euclid avenue, Pitkin avenue to Liberty avenue.	.159	.159	.....	.318	.....
Fulton street, Fulton ferry to Williams place...	5.659	5.659	.915	12.233	.....
Fulton street, Alabama avenue to Crescent street.....	1.539	1.539	.208	3.286	.....
Flatbush avenue, Fulton street to Fifth avenue.	.485	.485	.....	.970	.....
Fifth avenue, Flatbush avenue to 38th street...	2.545	2.545	.504	5.594	.....
Grand avenue, Myrtle avenue to Lexington avenue.....	.493	.493	.....	.986	.....
Hudson avenue, Myrtle avenue to Fulton street	.326	.326	.....	.652	.....
High street, Adams street to Fulton street.....	.155	.155	.051	.361	.....
Lexington avenue, Grand avenue to Broadway..	2.023	2.023	.....	4.046	.....
Lutheran cemetery line connection at Ridgewood ²⁸.....	.166	.166	.....	.332	.....
Liberty avenue, Euclid avenue to old city line..	.502	.502	.140	1.144	.....
Myrtle avenue, Adams street to borough line...	4.166	4.166	.130	8.462	.....
Pitkin avenue, Snediker avenue to Euclid avenue	1.572	1.572	.261	3.405	.....
Sixty-eighth street incline.....	.206	.206	.....	.412	.....
Snediker avenue, Atlantic avenue to Pitkin avenue.....	.306	.306	.....	.612	.....
Sands street, Adams street to Fulton street....	.141	.141	.....	.282	.....
Thirty-eighth street, Fifth avenue to Third avenue.....	.301	.301	.....	.602	.....
Third avenue, 38th street to 68th street.....	1.356	1.356	.185	2.897	.....
Tillary street, connection between Fulton street and Bridge yard.....	.055	.055	.....	.110	.....
Williams place, Fulton street to Atlantic avenue.	.142	.142	.....	.284	.....
Private right of way, Fulton street to Brighton Beach.....	7.546	7.546	11.231	26.323	.....
Private right of way, Brighton Beach to Culver Terminal, C. I.....	.553	.553	.....	1.106	.....
Private right of way, New York Bay between 64th and 65th streets to Surf avenue.....	6.535	6.535	.....	13.070	.....
Canarsie Railroad Co., private right of way, from Van Sinderen avenue near Pitkin avenue to Canarsie landing.....	3.152	3.152	.....	6.304	.....
Total owned.....	45.846	45.818	14.643	106.307	.....

²⁷ The total running track operated reported in 1915 (excluding car house track) was 150.777 miles. The corresponding track operated in 1916 is 175.757 indicating an increase of 24.980 miles. The actual increase for the year, however, is 32.834 miles. The Liberty Avenue extension, 6.159 miles (6.146 in 1916), included in last year's total, is correctly an increase for 1916 and the Lutheran Cemetery Line is operated this year only to Fresh Pond which fact reduces that mileage by 0.782 miles. The remaining difference is due to remeasurement and reclassification.

²⁸ Located in Queens.

New York Consolidated Railroad Company
DESCRIPTION OF ROAD AND EQUIPMENT — Concluded

NAME OF STREET	Road	Second track	Other track	All running track	Increase or (D) decreases ²⁷
<i>Operated under agreement with New York Municipal Railway Corporation</i>					
Myrtle avenue connection, from Broadway to Myrtle avenue.....	.218	.215	.....	.433	.....
Fulton street, Nostrand avenue to Sackman street.....	.....	.....	2.309	2.309	2.309
Broadway, Havemeyer street to Ditmas street.....	.....	.....	1.587	1.587	1.587
Sea Beach line, Fourth avenue to 86th street....	.....	.....	8.994	8.994	.....
Liberty avenue, city line to Lefferts avenue ²⁸ ..	2.096	2.096	1.954	6.146	6.146
Lutheran line, Myrtle avenue to Fresh Pond ²⁹ ..	1.061	1.061	.....	2.122	.....
<i>(City of New York)</i>					
Centre street loop and Williamsburg bridge....	2.760	2.760	1.735	7.255	.....
Centre street loop and Fourth avenue subway..	8.122	8.122	9.638	25.882	12.030
39th street line, Fourth avenue to Tenth avenue..	.788	.788	.966	2.542	2.542
New Utrecht avenue, Tenth avenue and 38th street to Eighteenth avenue.....	2.740	2.740	2.740	8.220	8.220
Total.....	17.785	17.782	29.923	65.490	32.834
<i>Road occupied under trackage rights from associated companies</i>					
<i>South Brooklyn Railway Company:</i>					
Prospect Park & Coney Island R. R. right of way, Fifth avenue to a point near New Utrecht avenue ³⁰.....	.312	.312	.....	.624	.....
<i>Trackage rights from City of New York</i>					
Brooklyn Bridge, from Park Row to Tillary street ³¹	1.680	1.656	.....	3.336	.....
Total operated.....	65.623	65.568	44.566	175.757	32.834
Track in car houses, shops and yards 14.692 miles, of which 4.801 was built during year (N. Y. Municipal).					

Details of Track, Roadway and Electric Line Construction

	Items	Added during year	Removed during year	At close of year ³²
Ballast:				
	Miles of track laid on crushed stone.....	(33)	(33)	30.288
	Miles of track laid on cinders and earth.....	(33)	(33)	14.697
Ties:				
	Number of wood ties, untreated.....	(33)	(33)	373,240
	Miles of track laid on ties.....	(33)	(33)	106,307
Rails (miles of track):				
	6-inch, 60-lb. T.....	(33)	(33)	18.480
	5-inch, 56-lb. T.....	(33)	(33)	6.457
	5-inch, 80-lb. T.....	(33)	(33)	75.860
	5-inch, 85-lb. T.....	(33)	(33)	10.510
Rail joints (miles of track):				
	Bolted plates and riveted plates.....	(33)	(33)	106.307
Poles (number):				
	Wood untreated.....	2	.....	372
	Steel.....	9	9	1,334
Overhead construction (miles of line):				
	Span wire.....	.....	.....	19.226
	Side bracket.....	.....	.....	.962
	Span under "L".....	.....	.....	.221
	Long trough.....	.....	.....	1.958
	Short trough.....	.....	.....	.424

²⁷ For footnote 27, see preceding page.

²⁸ Located in Queens.

²⁹ Charge, 10 cents per car trip.

³⁰ Charge, \$1,000 per annum.

³¹ Changes from 1915 figures not accounted for in the schedule are due to remeasurement and reclassification.

³² Reclassified as at June 30, 1915. No record of New York Municipal Railway construction.

754 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

New York Consolidated Railroad Company
Details of Track, Roadway and Electric Line Construction — Concluded

Items	Added during year	Removed during year	At close of year
Trolley wire (miles):			
1/0 copper.....	.....	.024	1.960
2/0 copper.....	.....	.245	9.844
1/0 phono.....	.....	.....	.022
2/0 phono.....	.054	.097	2.248
3/0 phono.....	.002	.049	.299
2/0 high strength.....	.331	.019	8.175
3/0 high strength.....	.049	.....	.125
Iron bar.....	.....	.....	.062
Third rail, unprotected.....	3.788	.....	91.762
Underground conduit, terra cotta and fire clay:			
Miles of line.....	.....	.....	2.734
Duct miles.....	.....	.....	31.406
Transmission cables — underground (voltage 6,600) (miles):			
250,000 C. M., 3 cond. L. & P.....	.....	.....	.063
Transmission cables — overhead (miles):			
4/0 weatherproof, 6,600 volts.....	.....	.....	12.426
11,000 volts, 250,000 C. M., 3 cond. L. & P.....	.....	.....	1.350
6,600 volts, 250,000 C. M., 3 cond. L. & P.....	.....	.....	3.736
6,600 volts, 4/0 211,600 C. M., 3 cond. L. & P.....	.....	2.095	.....
No. 4 weatherproof, 2,200 volts.....	.....	.....	1.103
Distribution cables — underground (voltage 600) 1 cond. (miles):			
500,000 C. M., L. & P. positive.....	.....	.....	.124
1,000,000 C. M., L. & P. positive.....	.....	.....	.443
2,000,000 C. M., L. & P. positive.....	.....	.....	.185
500,000 C. M., R. C. positive.....	.....	.....	.023
1,000,000 C. M., R. C. positive.....	.....	.....	.111
1,000,000 C. M., T. B. positive.....	.....	.....	.167
2,000,000 C. M., T. B. positive.....	.....	.....	.329
500,000 C. M., W. P. positive.....	.....	.....	.057
500,000 C. M., submarine, positive.....	.....	.....	.133
500,000 C. M., W. P. submarine, negative.....	.....	.....	.072
500,000 C. M., W. P. negative.....	.....	.....	.168
1,000,000 C. M., W. P. negative.....	.....	.....	.316
2,500,000 C. M., W. P. negative.....	.....	.....	.094
Distribution cables — overhead (voltage 600) (miles):			
1/0 weatherproof.....	.....	.....	.108
4/0 weatherproof.....	.....	.....	^a 2.589
500,000 C. M., weatherproof.....	.....	.....	^a 82.762
1,000,000 C. M., weatherproof.....	.....	.....	16.265
2,000,000 C. M., weatherproof.....	.....	.....	1.193
2,500,000 C. M., weatherproof.....	.....	.....	.331

Track Structures.— Overhead highway and railway crossings: With steam railroads, 2; with street railroads, ^a 8; with highways, ^a 47; total, 56. Bridges and trestles: Steel and brick, 10; steel or iron, 33; steel and concrete, 32; wooden, 3; brick arch, 2.

Cars.— Revenue: Installed during year, 125 (leased from New York Municipal Railway Corporation); number at close of year, 1,154. Service: Number at close of year, 30. (For details, see Table II.)

Power Plant Equipment.— Leased to Transit Development Co. (see Table III.)

Miscellaneous.— Number of transfer points with own cars, 64; with cars of associated companies, 38; car houses — storage yards, 5; passenger stations, 127; freight stations, 1; telegraph line, 1.918 miles; telegraph wires, 3.834 miles; telephone line, 18.672 miles; telephone wires, 71.702 miles; signal line, 22.577 miles; signal wires, 29.673 miles; spare line, 35.983 miles; spare wires, 113.637 miles.

^a "Overstated .043 last year."

^a "Overstated last year."

^a One bridge included in both classifications.

New York Consolidated Railroad Company
OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Revenue passengers, 5-cent, 194,067,686; transfers, 7,638,119; free, 697,116. *Car Miles.*— Revenue, 39,129,800 (active, 38,403,390; idle, 726,209; special, 201); non-revenue car miles, 258,180; electric locomotive miles, 8,259. *Car Seat Miles.*— 2,269,339,626. *Car Hours.*— 3,104,651, whereof regular passenger, 3,104,641; special passenger, 10. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— Persons killed, 20; number of serious injuries, 58; number of minor injuries, 1,604; total, 1,682. Total amount paid during the year for injuries and damages caused by accidents that occurred during the year, \$40,579.96; for accidents that occurred in prior years, \$36,539.86; total, \$77,119.82. (See Tables X-XI.)

Employees and Wages.— [Inasmuch as some of the employees of this company are also in the service of other companies and their enumeration by each employing company in its report would necessarily show duplications, a combined statement for the companies of the Brooklyn Rapid Transit System is given in Table XII.]

Officers.— President, J. H. Hallock; Vice-Presidents, C. D. Meneely and S. W. Huff; Secretary, J. H. Bennington; Assistant Secretary, Chas. W. Brown; Acting Assistant Secretary, H. R. Potts; Treasurer, C. D. Meneely; Assistant Treasurer, W. J. O'Neill; Auditor and Comptroller, Howard Abel; General Counsel, G. D. Yeomans; Claim Agent, I. Isaacson; Purchasing Agent, Lincoln Van Cott.

Directors.— T. S. Williams, C. D. Meneely, N. F. Brady, F. S. Flower, H. C. DuVal, Bernard Gallagher, G. D. Yeomans, C. A. Boody, G. W. Chauncey, J. H. Hallock, W. S. Menden, W. S. Benidict, J. J. Dempsey.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Vice-President and Treasurer, September 29, 1916.

NEW YORK DOCK RAILWAY
STEAM RAILROAD

History.— [Incorporated May 14, 1910, under the Railroad Law, for the purpose of building, maintaining and operating a railroad already built, but not owned by a railroad corporation.

This company operates its railroad route over the property of the New York Dock Co.,] which holds control over the respondent by the ownership of thirty shares of preferred stock (the total capital stock issued).

[The company began operations October 1, 1912.]¹

Stockholders and Members.— Common stock alone has the right to vote, except when the preferred stock dividends at the rate of 6 per cent per annum have been in arrears to the extent of 18 per cent of the par value of the preferred stock outstanding. No common stock has yet been issued. The company reports \$3,000 par value of preferred stock (par value per share, \$100); which was paid for in full.

Important Changes during the Year.— A spur track was built, leading from store 28 to connect with the westerly spur track in front of stores 18-22 at store 22, and put in operation about Oct. 1, 1915; length of spur, .07 mile. The three westerly tracks in the yard near pier 4 were removed; the spur track on pier 19 was removed about Nov. 1, 1915; total length of tracks removed, .19 mile.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$464,147 72	Investment in road and equipment.....	\$463,643 87	D \$503 85
18,803 79	Cash.....	36,512 99	17,709 20
5,000 00	Special deposit ²	5,000 00	.....
4,840 96	Traffic and car-service balance receivable....	10,693 09	5,852 13
11,304 04	Net balance receivable from agents and con- ductors.....	40,615 43	29,311 39
20,688 97	Miscellaneous accounts receivable.....	17,146 78	D 3,542 19
42 67	Material and supplies.....	21 36	D 21 31

¹ Data in brackets from documents on file with the Public Service Commission. See also Documentary History of Railroad Companies, report of the Commission, 1913, Vol. V, p. 935.

² Report of 1913.

³ New York City corporate stock, 4½ per cent, 1927, deposited with the Comptroller, City of New York, under the provisions of the franchise.

New York Dock Railway			
BALANCE SHEET — Concluded			
June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
868 46	Interest and dividends receivable.....	\$70 84	\$2 38
5,588 04	Other current assets.....	4,338 95	D 1,249 09
250 00	Working fund advances.....	250 00	.....
22,026 26	Other deferred assets.....	20,141 97	D 1,884 29
.....	Rents and insurance premiums paid in ad- vance.....	1,392 84	1,392 84
1,026 82	Other unadjusted debits.....	4,038 30	3,011 48
<u>\$553,787 73</u>	<u>Total.....</u>	<u>\$603,866 42</u>	<u>\$50,078 69</u>
LIABILITIES SIDE			
\$3,000 00	Capital stock — preferred.....	\$3,000 00	.....
464,465 49	Open account — New York Dock Co.....	470,429 73	\$5,964 24
26,437 04	Traffic and car-service balances payable.....	9,159 89	D 17,277 15
91,767 96	Audited accounts and wages payable.....	70,729 87	D 21,038 09
.....	Miscellaneous accounts payable.....	6,029 52	6,029 52
300 00	Unmatured rents accrued.....	.....	D 300 00
3,340 25	Tax liability.....	2,417 68	D 922 57
1,509 98	Operating reserves.....	18,955 11	17,445 13
67,368 05	Accrued depreciation, road and equipment...	87,653 37	20,285 32
252 03	Other unadjusted credits.....	3,998 76	3,746 73
Dr. 104,653 07	Profit and loss.....	Dr. 68,507 51	36,145 56
<u>\$553,787 73</u>	<u>Total.....</u>	<u>\$603,866 42</u>	<u>\$50,078 69</u>

DETAILS OF ASSETS AND LIABILITIES

INVESTMENT IN ROAD AND EQUIPMENT

Investment from July 1, 1907, to June 30, 1914.— [Engineering, \$883.10; grading, \$2,816.31; ties, \$12,086.75; rails, \$23,392.69; frogs and switches, \$10,156.19; track fastenings and other material, \$2,380.12; ballast, \$299.30; track laying and surfacing, \$10,476.34; crossings and signs, \$3,380.48; station buildings and fixtures, \$15,857.46; total expenditures for road, \$81,723.74.

Steam locomotives, \$25,695.94; work equipment, \$2,750; floating equipment, \$337,066.69; total expenditures for equipment, \$365,512.63. Grand total, \$447,241.37.]

Investment in Road and Equipment since June 30, 1914		
Item	Expenditures during the year for additions and betterments	Total since June 30, 1914
Engineering.....	\$228 70	\$1,723 52
Grading.....	.....	3,352 05
Ties.....	201 21	658 73
Rails.....	⁴ Cr. 524 53	60 47
Other track material.....	1,093 29	6,978 55
Ballast.....	.....	146 18
Track laying and surfacing.....	927 83	6,428 31
Right-of-way fences.....	.....	139 76
Station and office buildings.....	.....	⁷ Cr. 654 72
Steam locomotives.....	3,368 61	3,368 61
Floating equipment.....	⁸ Cr. 5,798 96	Cr. 5,798 96
Total.....	Cr. \$503 85	\$16,402 50

⁴ [Authorized by the Public Service Commission, March 28, 1913: Common, \$50,000; preferred, \$450,000. Report of 1914.]

⁵ Report of 1914.

⁶ Track at Warren and Columbia streets retired, rails costing, \$182.81; yard track at pier No. 4, retired, rails costing, \$591.33; total, \$774.14. Track laid at extension at New York Dock Co. stores 25 and 27, \$249.61; net credit during the year, \$524.53.

⁷ [Included in report of 1914, but charged to New York Dock Co. in February, 1915. Report of 1915.]

⁸ Float No. 6 sold, \$6,000, less pump for floating equipment bought, \$201.04; net credit, \$5,798.96.

New York Dock Railway

Operating Reserves.—Accrued cost of repairs to equipment and road: Barges, \$378.07; locomotives, \$6,913.87; floats, \$4,700; tugs and lighters, \$4,300; float bridges, \$939.17. To meet charges made by other railroads for shifting of respondent's floats at their float bridges, \$50. To equalize charges made to canal demurrage earnings by railroads due to overcharges, \$1,674. Total, \$18,955.11.

Depreciation of Road and Equipment.—Balance at beginning of year, for road, \$1,459.58; for equipment, \$65,908.47; accrued during the year, for steam locomotives, \$2,489.52; floating equipment, \$22,466.72 less debit, \$5,500, net credit, \$16,966.72; work equipment, \$160.08; telfer system, \$669; total, \$87,653.37. Balance at close of year, for road, \$2,128.58; for equipment, \$85,524.79.

[The basis of depreciation is the difference between the cost and scrap value which is prorated over the estimated life of the equipment.] *

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues.....	\$418,268 38	\$28,333 81
Operating expenses.....	388,221 92	D 35,263 93
Net operating revenue.....	\$30,046 46	\$63,597 74
Taxes accrued.....	827 65	D 1,040 69
Uncollectible railway revenues.....	358 66	228 25
Total operating income.....	\$28,860 15	\$64,410 18
Non-operating income: Rent from floating equipment, \$15,053.20; interest on City of New York corporate stock, \$212.50; income from unfunded securities and accounts, \$1,271.08.....	16,536 78	16,324 28
Gross income.....	\$45,396 93	\$80,734 46
Deductions from gross income: Miscellaneous rents, \$14,819.32; interest on unfunded debt, \$14.79.....	14,834 11	D 882 55
Net income.....	\$30,562 82	\$81,617 01

PROFIT AND LOSS

	Amount
Debit balance at beginning of the year.....	\$104,653 07
Loss on retired road and equipment.....	565 13
Total.....	\$105,218 20
Balance for the year transferred from income.....	\$30,562 82
Profit on road and equipment sold.....	500 00
Unrefundable overcharges.....	5,614 74
Miscellaneous credits.....	33 13
Total credits.....	36,710 69
Deficit, June 30, 1916.....	\$68,507 51

DETAILS OF OPERATING REVENUES

	Amount for year	Increase or (D) decrease
Rail-line transportation revenue:		
Freight.....	\$401,813 87	\$20,827 50
Switching.....	474 00	D 307 53
Water transfer.....	709 00	612 00
Total.....	\$402,996 87	\$21,131 97

* From company's 1915 report.

New York Dock Railway
DETAILS OF OPERATING REVENUES — Concluded

	Amount for year	Increase or (D) decrease
Other operating revenue:		
Storage-freight.....	\$2,009 83	\$355 62
Demurrage.....	9,190 50	4,426 00
Rents of buildings and other properties.....	2,012 38	712 38
Miscellaneous.....	2,058 80	1,707 84
Total.....	\$15,271 51	\$7,201 84
Total railway operating revenues.....	\$418,268 38	\$28,333 81

DETAILS OF OPERATING EXPENSES

	Amount for year	
Maintenance of way and structures:		
Superintendence.....	\$289 07	
Maintaining roadway and track.....	14,699 07	
Maintaining track structures.....	3 50	
Maintaining ancillary structures.....	6,508 97	
Depreciation of way and structures.....	669 00	
Other way and structure expense.....	866 46	
Total.....		\$23,036 07
Maintenance of equipment:		
Superintendence.....	\$190 23	
Repairs of machinery and other apparatus.....	12 28	
Locomotive repairs.....	15,751 02	
Locomotive depreciation and retirements.....	2,489 52	
Car repairs.....	11 93	
Floating equipment repairs.....	27,387 09	
Floating equipment depreciation and retirements.....	22,466 72	
Work equipment repairs.....	57 00	
Work equipment depreciation and retirements.....	160 08	
Other equipment expenses.....	8,503 35	
Total.....		77,029 22
Traffic expenses.....		721 10
Transportation:		
Superintendence and dispatching.....	\$3,069 74	
Station service.....	103,014 36	
Yard engineman and motormen.....	7,834 05	
Other yard employees.....	20,749 05	
Fuel for yard locomotives.....	10,953 60	
Other yard expenses.....	6,471 23	
Train supplies and expenses.....	Cr. 246 36	
Loss and damage.....	2,436 82	
Other casualty expenses.....	13,564 76	
Other rail transportation expenses.....	105,755 50	
Total.....		273,602 75
General:		
Administration.....	\$11,649 48	
Insurance — general.....	95 89	
Other general expenses.....	2,087 41	
Total.....		13,832 78
Grand total.....		\$338,221 92

New York Dock Railway

Taxes on Railway Property.— Amount charged to "Railway tax accruals" in income, \$827.65; whereof ad valorem tax on the value of real and personal property, \$315.15; specific tax on par value of securities, \$12.47; on revenue, \$500.03. Total taxes paid during the year and charged directly or indirectly to income, \$1,750.22. Amount of taxes admittedly overdue and unpaid at close of year, \$2,417.68.

Miscellaneous Rent Deductions.— Lot foot of Harrison street, from Stuyvesant Real Estate Co. \$15,119.32; credit minor item, \$300; net deduction, \$14,819.32.

DETAILS OF ROAD AND EQUIPMENT

Road Operated and Maintained.— Three terminals in Brooklyn. Miles: Fulton Terminal, road .66, second track, .51, yard and sidings, 1.85; Baltic Terminal, yard, spurs, etc., 2.04; Atlantic Terminal, road, .70; second track, .48; yard and sidings, 3.52; total, 9.76. Decrease during the year, spur track, .12.

Rail.— Gage of track, 4 feet, 8½ inches. Weight of rail in main track, 2.16 miles of 70-pound; 0.15 miles of 80-pound; .04 miles of 127-pound.

Ties Laid in Replacement.— New pine, untreated, 378 at an average cost of 69.8 cents; total cost, \$263.39, charged to operating expenses.

Ties Laid in New Lines.— Yellow pine, 155, at average cost of 88 cents, and 2,400 feet B. M. of switch ties, at average cost of \$45 per M feet, charged to new line; total, \$244.21.

Rails Laid in New Lines.— .07 miles steel, 70 pounds per yard, 7.7 gross tons at an average cost of \$32.50 per ton; cost, \$249.51, charged to new lines.

Grade Crossings.— With streets, unprotected, 4, including Baltic Terminal which is private property, claimed by N. Y. Dock Co.

Equipment.— Steam switching locomotives, fully owned, 7, whereof 2 are of class 040 — T 90 weight on drivers 45 tons, with a total tractive capacity of 46,800 lbs., 4 are of class 060 — T 104, weight on drivers 52 tons and a total tractive capacity of 96,400 lbs., and 1 is of class 040 — T 35, weight on drivers 17 tons and a total tractive capacity of 16,300 lbs. One derrick car. Three steam or tug boats and 18 car floats, all fully owned.

*Abstract of Lease of Road.*¹⁰— The New York Dock Co. grants the Railway Co. the right to run its trains, etc., to conduct its railroad business, and to use all of the necessary terminal property of the said Dock Company. The Railway Co. agrees to keep the track, equipment, etc., in good repair and to pay all franchise and personal taxes; also insurance on its buildings, and pay to the Dock Co., semi-annually, all the net income of the Railway Co.— after deducting therefrom a reasonable amount for depreciation, maintenance and other proper purposes including dividends at the rate of 6 per cent per annum after January 1, 1913, upon all the stock of the Railway Co. from time to time outstanding.

OPERATING STATISTICS

Consumption of Fuel by Locomotives.— Anthracite coal, 2,191 tons; average cost, \$4.85 per ton
Road.— Miles, main track, operated and maintained, 1.86.

Switching Locomotive Miles.— Revenue, 133,090.

Revenue.— Total operating revenue, \$418,268.38, whereof, \$401,813.87 was from freight; operating expenses, \$388,221.92; net operating profit, \$30,046.46.

Averages per Mile of Road.— Locomotive miles, 133,090; operating revenue, \$307,550.28; operating expenses, \$285,457.28; net operating profit, \$22,156.95.

EMPLOYERS AND WAGES

Class of Employees	Average number	Total time worked	Total compensation
General officers, below \$3,000 per annum.....	6.5	1,947 days	\$5,681 25
Division officers, \$3,000 per annum and upwards...	1.75	541 days	2,356 63
Clerks, \$900 per annum and upwards.....	6.5	11,460 hours	7,059 00
Clerks, below \$900 per annum.....	30.	119,460 hours	16,481 21
Messengers and attendants.....	1.75	410 days	336 83
Carpenters.....	15.	32,800 hours	11,265 43
Station agents (nontelegraphers).....	2.5	787 days	2,678 24
Station service employees.....	79.5	136,952 hours	29,099 89
Yardmasters.....	2.	608 days	2,646 00
Yardmasters' assistants.....	8.	1,037 days	3,009 67

¹⁰ From report of 1915.

**New York Dock Railway
EMPLOYEES AND WAGES—Concluded**

Class of Employees	Average number	Total time worked	Total compensation
Yard enginemen and motormen.....	8.75	21,573 hours	\$9,363 85
Yard conductors (or foremen).....	7.75	22,742 hours	7,039 74
Yard brakemen (switchmen or helpers).....	15.75	37,651 hours	10,320 76
Hostlers.....	7.	16,032 hours	3,423 30
Floating equipment employees.....	64.25	246,423 hours	54,469 52
Policeman and watchman.....	1.	305 days	509 83
Other transportation employees.....	2.	5,661 hours	1,237 50
	255.00		\$166,988 70

Officers.— President, Wm. E. Halm; Vice-President, C. D. Hoagland; Secretary and Comptroller, Arnold C. Hansen; Assistant Treasurer, D. L. Tilly; Assistant Auditor, W. H. Spalding; General Manager, H. B. Whipple.

Directors.— F. S. Landstreet, C. D. Hoagland, D. L. Tilly, H. B. Whipple, F. J. Angers, F. E. Elderington, Wm. E. Halm, W. H. Spalding, Arnold C. Hansen.

General Offices.— 44 Whitehall street, New York City.

Report verified by W. E. Halm, President and Arnold C. Hansen, Comptroller, December 19, 1916.

NEW YORK MUNICIPAL RAILWAY CORPORATION

LESSOR

History.— Incorporated September 27, 1912, under the Railroad Law, and the Rapid Transit Act (chapter 4 of the Laws of 1891, as amended).

The entire capital stock of the company is held by the New York Consolidated Railroad Company (with consent of the Commission obtained January 31, 1913) [and the capital stock of the Consolidated is in turn almost entirely owned by the Brooklyn Rapid Transit Company.]

By an agreement dated January 31, 1913, with the New York Consolidated Railroad Company, approved by the Commission February 4, 1913, the New York Municipal Railway Corporation became the lessee of the existing elevated lines of the Brooklyn Rapid Transit system, which the New York Consolidated Railroad Company had at that time the right to operate. The latter was to receive interest earned on its underlying bonds, and the surplus profits after the payment of interest and sinking fund charges on the bonds of the New York Municipal Railway Corporation, also payments under the provisions of Contract No. 4, and related certificates, and 6 per cent per annum on the capital stock of the lessee, from time to time outstanding.

Under the rapid transit contracts with the City of New York, dated March 19, 1913, the company agreed to contribute towards, and pay the costs of, certain rapid transit improvements, which it was to maintain and operate. By agreement dated, and approved by the Commission on, March 25, 1913, the company leased for a period of years coterminous with the lease under the rapid transit contract, all of its property, franchises and other rights heretofore or hereafter acquired to the New York Consolidated Railroad Company, including the right and obligations to maintain and operate the property constructed under the contracts with the city.

The effect of these agreements is to make the Municipal Railway Corporation the investment and construction company (except as to the investment made prior to March 19, 1913) and the New York Consolidated, the operating company for all rapid transit lines, old and new, assigned to the Brooklyn Rapid Transit interests.¹

[*Terms of Lease.*— The principal provisions of the lease of March 25, 1913, on file with the Commission are as follows: The lessee agrees (1) to assume all obligations of lessor as to maintenance and operation of the roads under the subway contract and certificates for extensions and additional tracks; (2) to pay lessor in each year beginning with the date of temporary operation under the subway contract, its earnings up to but not exceeding 6 per cent of the par value of lessor's outstanding capital stock; (3) to pay principal and interest of lessor's bonds, and sinking fund payments required by the mortgage, and, upon demand of lessor, to execute a mortgage and deed of trust, covering all the railroads and other property of lessee, now owned or hereafter to be acquired, in or to secure the payment of these bonds; (4) to pay all taxes, assessments and other charges

¹ [From documents on file with the Commission. See also Documentary History, Annual Report for 1913, Vol. V, pp. 957-977, and chart No. 4.]

New York Municipal Railway Corporation

(including those previous to the taking effect of this lease), which may be imposed upon the property, except such as are chargeable at any time to "Cost of construction," "Cost of equipment" or "Actual cost" under the city contracts; (5) to keep all property liable to be destroyed by fire reasonably insured; (6) to maintain, operate, preserve and keep the property in good condition and repair, at its own expense; (7) that in case of default in making the payments provided in the lease, or in the event of failure to observe or perform any covenant of the lease, the lessor may at its option terminate this agreement and take possession of all the property, franchises and other rights of both the lessee and lessor; (8) that in case any difference shall arise between lessee and lessor as to the construction of any of the provisions of the lease (excepting the provisions for the payment of money), such difference shall be settled by arbitration; (9) that at expiration or prior termination of the lease, it will deliver over to the lessor all the latter's property, franchises and other rights, except such part thereof as may in the meantime have been taken over by the city as provided in the city contracts.

The lessor agrees: (1) to furnish moneys from time to time, as may be necessary to pay the entire amount of expenditures for construction and equipment, in so far as it is required to pay same under the subway contract and the certificates; (2) that subject to the provisions of mortgages of lessee and lessor and city contracts, the lessee may sell and otherwise dispose of rolling stock or other personal property (owned or leased), which has become worn out or otherwise unsuitable for use, and to apply the proceeds in the purchase of other property for the use of the railroads; and, that subject to the provisions of mortgages of lessee and lessor and city contracts, the lessee may sell or otherwise dispose of any real or personal property (owned or leased), not required in the operation of the railroads, and to apply the proceeds to the purchase of other property of equal value to the property disposed of.]

Important Changes during the Year.— In November, 1915, respondent issued \$20,000,000 of its first mortgage bonds at 97. H. R. Potts was appointed acting assistant secretary. No additional rights or franchises were acquired.

BALANCE SHEET

ASSETS SIDE			
June 30, 1915		June 30, 1916	Increase or (D) decrease
\$87,906 64	Cash.....	\$87,003 84	D \$902 80
10,359,705 40	Bond proceeds.....	19,858,179 42	9,498,474 02
148 00	Special deposits.....	\$ 125 00	D 23 00
33,802 83	Accounts receivable.....	\$ 59,708 97	25,906 14
15,070 83	Interest and dividends receivable.....	15,070 83	.....
1,005,109 38	Securities of non-associated companies....	1,005,109 38	.....
	Fixed capital installed since 1908:		
1,608,116 83	Street railway land.....	2,215,084 82	606,967 99
5,954 80	Intangible street railway capital.....	6,060 70	105 90
6,578,925 09	Tangible street railway capital.....	10,248,377 28	3,669,452 19
14,179,111 97	Expenditures on city owned lines.....	17,801,954 90	3,122,842 93
7,638,751 09	Unallocated expenditures.....	11,063,097 59	3,424,346 50
30,010,859 78	Total fixed capital.....	40,834,575 39	10,823,715 51
101,101 71	Unamortized debt discount and expense...	101,101 71	.....
587,853 83	Other suspense.....	797,763 85	209,910 02
<u>\$42,201,558 40</u>	<u>Total.....</u>	<u>\$62,758,638 29</u>	<u>\$20,557,079 89</u>

LIABILITIES SIDE			
\$531,569 16	Amounts due associated companies.....	\$715,461 68	\$183,892 52
453,670 28	Miscellaneous accounts payable.....	308,942 13	D 144,728 15
1,000,000 00	Interest accrued on funded debt.....	1,500,125 00	500,125 00
18 00	Interest accrued on unfunded debt.....	.....	D 18 00
30 51	Due for wages and salaries.....	164 50	133 99
3,424 59	Other unfunded debt.....	9,099 12	5,674 53
40,000,000 00	Mortgage bonds.....	60,000,000 00	20,000,000 00
200,000 00	Common stock.....	200,000 00	.....
12,845 86	Corporate surplus.....	24,845 86	12,000 00
<u>\$42,201,558 40</u>	<u>Total.....</u>	<u>\$62,758,638 29</u>	<u>\$20,557,079 89</u>

² Coupon special deposit.

³ Includes amounts due by associated companies: New York Consolidated Railroad Co., \$42,-596.43; Transit Development Co., \$5,752.42; Brooklyn Rapid Transit Co., \$150.17; South Brooklyn Ry. Co., \$12.51.

762 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

New York Municipal Railway Corporation

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See abstract of New York Consolidated Railroad Co., leases.

Fixed Capital Installed since December 31, 1908

(A) CITY OWNED LINES — [CONTRACT NO. 4]

Item	Balance at beginning of year	Original capital installed during year	Total cost to June 30, 1916
Right of way.....	\$5,115,177 69	Cr. \$996,521 84	\$4,118,656 15
Other street railway land.....	930,209 54	1,016,936 40	1,947,145 94
Grading.....	Cr. 3,548 06	.....	Cr. 3,548 06
Ballast.....	50,496 57	10,211 36	60,707 93
Ties.....	25,735 65	10,613 16	36,348 81
Rails, rail fastenings, and joints.....	104,226 51	3,469 62	107,696 13
Special work.....	47,025 04	26,216 81	73,241 85
Track laying and surfacing.....	86,244 12	27,989 68	114,233 80
Tunnels.....	3,100,914 10	306,748 45	3,407,662 55
Elevated structures and foundations.....	.....	297 81	297 81
Crossings, fences, and signs.....	599 30	3,595 17	4,194 47
Interlocking and other signal apparatus.....	285,085 18	198,617 61	483,702 79
Telephone and telegraph lines.....	20,062 26	19,413 89	39,476 15
Underground conduits.....	153,452 86	69,620 01	223,072 37
Transmission system.....	109,589 87	38,683 97	148,273 84
Distribution system.....	346,635 81	286,614 12	633,249 93
Sub-station buildings.....	50,807 96	55 55	50,863 51
Stations, waiting rooms, and miscellaneous buildings.....	285,718 79	181,504 24	467,218 03
Power plant electric equipment.....	12,992 52	2,300 17	15,232 69
Sub-station equipment.....	243,327 91	29,097 28	272,425 19
Revenue cars.....	1,545,783 93	1,388,467 24	2,934,251 17
Electric equipment of cars.....	628,549 84	342,636 87	971,186 71
Engineering and superintendence.....	43,515 09	3,791 84	47,306 93
Injuries during construction.....	102,231 13	15,207 95	117,439 08
Interest during construction.....	660,472 92	.....	660,472 92
Miscellaneous construction expenditures.....	233,810 94	137,275 27	371,086 21
Total.....	\$14,179,111 97	\$3,122,842 93	\$17,301,954 90

(B) RAPID-TRANSIT ELEVATED LINES⁴

INSTALLED DURING THE YEAR

Item	Elevated extensions	Reconstruction and additional tracks	Unallocated expenditures	Total cost to June 30, 1916
Organisation.....	.....	.....	.....	\$2,004 14
Patent rights.....	.....	\$105 90	.....	6,058 40
Other intangible capital.....	.....	.....	.....	120,296 16
Debt expense.....	.....	.....	\$162,773 66	452,546 81
Debt discount.....	.....	.....	600,000 00	1,800,000 00
Right of way.....	\$5,769 47	64,485 20	.....	245,655 86
Other street railway land.....	30,000 58	506,712 74	.....	1,969,428 96
Grading.....	.....	321,228 36	.....	2,106,181 49
Ballast.....	.....	12,937 80	.....	114,754 65
Ties.....	Cr. 71 56	21,916 31	.....	114,787 86
Rails, rail fastenings, and joints.....	3,154 32	51,954 15	.....	262,790 01
Special work.....	1,547 75	33,013 73	.....	70,119 08
Track laying and surfacing....	10,180 54	92,590 69	.....	215,291 87

⁴ [Constructed under certificates dated March 19, 1913.]

New York Municipal Railway Corporation
Fixed Capital Installed since December 31, 1908 — Concluded
(B) RAPID-TRANSIT ELEVATED LINES — Concluded

INSTALLED DURING THE YEAR

Item	Elevated extensions	Reconstruction and additional tracks	Unallocated expenditures	Total cost to June 30, 1916
Roadway tools.....	\$4,040 27	\$558 06	.....	\$4,598 33
Elevated structures and foundations.....	559,852 60	922,198 28	.....	3,450,436 76
Bridges, trestles, and culverts.....	.....	114 38	.....	79,963 73
Crossings, fences, and signs... ..	.....	326 32	.....	221,799 62
Interlocking and other signal apparatus.....	5,351 87	54,820 32	.....	140,934 03
Telephone and telegraph lines..	2,455 74	35,299 47	.....	49,219 17
Poles and fixtures.....	.....	276 06	.....	471 79
Underground conduits.....	323 62	14,026 23	.....	124,665 14
Transmission system.....	18 39	5,905 33	.....	78,248 20
Distribution system.....	15,343 43	150,967 19	.....	472,082 35
Sub-station buildings.....	2,924 47	2,990 64	.....	43,409 60
General office buildings and fixtures.....	.....	775 40	.....	16,599 04
Shops and car houses.....	.....	5,306 89	.....	5,489 16
Stations, waiting rooms, and miscellaneous buildings.....	244,743 21	766,011 51	.....	1,893,241 08
Sub-station equipment.....	6,450 51	3,628 56	.....	12,636 65
Revenue cars.....	.....	377 52	.....	10,006 38
Electric equipment of cars....	.....	16,713 02	.....	49,832 55
Other rail equipment.....	.....	1,481 65	.....	1,547 19
Engineering and superintendence.....	28,007 62	99,682 42	\$126,105 55	887,539 66
Law expenditures during construction.....	124 55	.....	10,863 50	55,717 66
Injuries during construction...	.....	96 59	.....	5,822 93
Taxes during construction....	43 38	.....	.....	86 77
Interest during construction...	.....	.....	2,445,736 46	7,550,581 95
Miscellaneous construction expenditures.....	57,670 59	112,094 01	74,937 44	493,364 92
Materials and supplies.....	.....	.....	3,929 89	401,910 44
Total.....	\$977,931 35	\$3,298,594 73	\$3,424,346 50	\$23,532,620 39

Details of Expenditures for Property during the Year (by groups):

(A) *New Subway Lines.*— Broadway — Fourth avenue line, \$3,119,446.33; Culver line, \$3,^a 309.60; 14th street — Eastern line, \$87; total, \$3,122,842.93 (original capital installed on city-owned lines).

(B) *Reconstruction — Existing Elevated Lines.*— Brighton Beach (Church avenue to Malbone street), \$65,996.44; Brighton Beach (Neptune avenue to Culver terminal), \$101,102.92; Myrtle avenue — Broadway connection, \$5,462.99; Myrtle avenue — Fresh Pond connection, \$15,659.49; Sea Beach line, \$608,480.04; Coney Island terminal, \$291,753.58; yards, shops and terminals, \$218,723.64; equipment, \$18,015.02; miscellaneous, \$21,956.14; Fulton street, \$25,260.09; Broadway, \$26,404.97; Myrtle avenue, \$4,681.49; Brighton Beach, general, \$2,091.04; Fifth avenue, \$8,390.50; Canarsie, \$587.89; total, \$1,414,566.24.

(C) *New Elevated Express Tracks.*— Fulton street, \$558,067.10; Broadway, \$978,606.41; Myrtle avenue, \$167,367.16; East New York, \$179,987.82; total, \$1,884,028.49.

(D) *Elevated Extensions.*— Liberty avenue, \$281,999.28; Jamaica avenue, \$695,932.07; total, \$977,931.35.

^a [In addition to the \$3,424,346.50 shown in the preceding column, this amount includes unallocated expenditures made in the fiscal year 1915, \$7,638,751.09, for details of which see abstract of company's 1915 report.]

New York Municipal Railway Corporation

Total expenditures on leased lines as above, \$4,276,526.08; in addition there were unallocated expenditures during the year, \$3,424,346.50; total expenditures during the year on leased lines, \$7,700,872.58. Grand total of capital invested during year, \$10,823,715.51.

Patent Rights and Other Intangible Capital Acquired during Year.— Speed control, \$30; automatic switch controlling, \$75.90; total, \$105.90.

Land Acquired during the Year and Devoted to Street or Electric Railway Operations.— Broadway-Fourth avenue line, \$19,724.86; Culver line, \$690; Brighton Beach line (Church avenue to Malbone street), \$539.20; Brighton Beach line (Neptune avenue to Culver terminal), \$98,828.76; Myrtle avenue-Broadway connection, \$155.15; Myrtle avenue-Fresh Pond connection, \$229.90; Sea Beach line, \$9,609.81; Coney Island terminal, \$226,000; yards, shops and terminals, \$52,814.41; Fulton street line, \$19,658.07; Brighton Beach, general, \$78.74; Canarsie line, \$334.03; Fulton street elevated, express tracks, \$30.64; Broadway elevated express tracks, \$219.74; East New York express tracks, \$100,760.44; Liberty avenue elevated extension, \$278.69; Jamaica avenue elevated extension, \$29,721.89; total, \$559,674.33.

Miscellaneous Investments.— City of New York corporate stock maturing March 1, 1963; interest 4½ per cent, payable March 1 and September 1; par value of amount held, actual money cost to respondent, and amount at which carried on respondent's books, \$1,000,000; interest accrued during the year, \$45,000; this stock is on deposit with the City of New York [as security for performance of obligations under contract No. 4.]⁶ City of New York corporate stock, maturing 1960; interest 4½ per cent, payable March 1 and September 1; par value of amount held, \$5,000; actual money cost and amount at which carried on respondent's books, \$5,109.38; interest accrued during the year, \$212.50; this stock is on deposit with the State Workmen's Compensation Commission.

Suspense.— Capital expenditures prior to March 19, 1913, \$777,599.83; federal tax suspense, \$16,264.02; items temporarily excluded from "determinations," \$3,900; total, \$797,763.85.

Capital Stock.— Common, authorized by company, \$2,000,000 [authorized by Public Service Commission, \$500,000, whereof the authority to issue \$300,000 has since lapsed]; actually issued prior to year, \$200,000; cash realized, \$200,000; actually outstanding, \$200,000; no dividends declared or paid during the year.

Funded Debt.— First mortgage bonds, dated July 1, 1912, maturing January 1, 1966; interest, 5 per cent, payable January and July; denomination, \$1,000; authorized by company, \$100,000,000; by public authority, \$60,000,000; actually issued prior to year, \$40,000,000; cash realized, \$38,800,000; discount, \$1,200,000; issued during year, \$20,000,000; cash realized, \$19,400,000; discount, \$600,000; actually outstanding, \$60,000,000; interest accrued during year, \$3,000,000, whereof \$2,845,033.79 was charged to construction, and \$154,966.21 to income; interest paid, \$2,499,875; interest matured and unpaid, \$1,500,125; trustee under mortgage, Central Trust Co. of New York.

Amounts Due Associated Companies.— Brooklyn Rapid Transit Co., bills payable, \$692,384.99, and accounts payable, \$16,180.28; Transit Development Co., \$5,472.80; New York Consolidated Railroad Co., \$1,421.61; Brooklyn Heights Railroad Co., \$2; total, \$715,461.68.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Rent accrued from lease of road and equipment.....	\$197,959 45	\$99,458 53
Deductions from income (interest on funded debt).....	154,966 21	79,132 13
Net corporate income.....	\$42,993 24	\$20,326 40
Surplus, June 30, 1915.....	12,845 86	
Total.....	\$55,839 10	
Deductions from surplus (1 per cent of lessee's investment in property in operation).....	30,993 24	
Surplus, June 30, 1916.....	\$24,845 86	

Rent Accrued from Lease of Road and Equipment.— [Interest on funded debt, \$160,426.72; 6 per cent on outstanding capital stock, \$12,000; 1 per cent of cost of construction and equipment in operation, \$25,532.73; total, \$197,959.45.]⁷

⁶ [See Dual System Contracts, Annual Report for 1913, Vol. IV, p. 198.]

⁷ [From 1916 report of New York Consolidated Railroad Co., lessee.]

New York Municipal Railway Corporation

Directors.— J. Horace Harding, W. G. Oakman, T. S. Williams, Charles A. Boody, James C. Brady, A. K. Wood, C. D. Burdick, N. F. Brady, B. Gallagher, J. N. Wallace, C. D. Meneely, Eugene N. Foss, G. W. Davison.

Officers.— President, T. S. Williams; Vice-President and Treasurer, C. D. Meneely; Additional Vice-President, J. H. Harding; Secretary, H. A. Bullock; Assistant Treasurer, C. W. Brown; Acting Assistant Secretary, H. R. Potts; Treasurer, C. D. Meneely; Comptroller, Howard Abel; General Counsel, George D. Yeomans; Chief Engineer, W. S. Menden; General Purchasing Agent, L. Van Cott.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Vice-President and Treasurer, September 29, 1916.

NEW YORK RAILWAYS COMPANY

History.— Incorporated December 29, 1911, under sections 9 and 10 of the Stock Corporations Law, as a reorganization of the Metropolitan Street Railway Company.¹ [On January 1, 1912, it took possession of such property of the latter as it acquired at the foreclosure sale, including the following leaseholds and properties held under operating agreements:

Bleecker Street & Fulton Ferry Railroad Company.
Broadway & Seventh Avenue Railroad Company.
Central Crostown Railroad Company (agreement).
Christopher & Tenth Streets Railroad Company (agreement).
Fort George & Eleventh Avenue Railroad Company (agreement).
Forty-second Street & Grand Street Ferry Railroad Company.
Eighth Avenue Railroad Company.
New York & Harlem Railroad Company (city line).
Ninth Avenue Railroad Company.
Sixth Avenue Railroad Company.
Thirty-fourth Street Crostown Railway Company (agreement).
Twenty-third Street Railway Company.²

Through ownership of majority of capital stock, the respondent holds direct control of the following companies:³

Broadway & Seventh Avenue Railroad Company.
Fort George & Eleventh Avenue Railroad Company.
Forty-second Street & Grand Street Ferry Company.
Thirty-fourth Street Crostown Railway Company.
Twenty-third Street Railway Company.

The respondent also owns a one-quarter interest represented by 250 shares of the capital stock of the Brooklyn & North River Railroad Company and owns 500 shares (being 50 per cent) of the stock of the Bridge Operating Company.

Stock control of this company is held by the Interborough Consolidated Corporation, successor of the Interborough-Metropolitan Company, through ownership of 152,701 shares.

Stockholders and Members.— Total voting power of all stockholders, November 20, 1915, date of last closing of stock book, 174,950, each holder of \$100 par value having one vote; total number of members, 386, of whom 259 holding 168,404 votes reside in New York State. Total voting power of all bondholders, 202,860 votes, and of bondholders resident in New York State, 140,140.⁴

¹ The first Metropolitan Street Railway Company was incorporated, December 12, 1893, as a consolidation of the Houston, West Street & Pavonia Ferry Railroad Company, the Broadway Railway Company, and the South Ferry Railroad Company. The second and the third Metropolitan Street Railway Companies were consolidated corporations which in turn absorbed their predecessor of the same name together with other companies. See Documentary History in Annual Report, 1913, Vol. V, pages 691-702, and also appendix to the opinion of this Commission in Case 1305 (P. S. C. R., 1st Dist., N. Y., Vol. III, pages 113-204.)

² From respondent's 1912 report to the Commission.

³ The respondent has stock of various inchoate and dormant companies. For statement of such stocks owned, see schedule *Miscellaneous Investments*.

⁴ [Until full interest shall have been paid annually for three successive years and for and during a like period whenever a failure to pay the annual interest shall occur, the holders of the adjustment mortgage 5 per cent income gold bonds shall have the power to elect one less than a majority of the members of the board of directors, and voting powers in respect of all other questions upon which stockholders are entitled to vote, each such bondholder being entitled to one vote for each \$100 of the principal of the bonds held by him.— From company's adjustment mortgage (page 90), on file with the Commission.]

New York Railways Company

Total votes cast at last general meeting, December 6, 1915, by and in behalf of stockholders and bondholders was 809,701, of which Theodore P. Shonts, Edward J. Berwind and Cornelius Vanderbilt, as joint proxies, cast 156,108 for stockholders' directors (154,487 in behalf of corporate members, and 1,621 in behalf of other members); William Maas, cast 123 for stockholders' directors in behalf of himself; Darwin P. Kingsley, Henry Ollesheimer and F. S. Witherbee, as joint proxies, cast 55,550 for bondholders' directors (52,270 in behalf of corporate members, and 3,280 in behalf of other members); Frank L. Hall, Charles P. Howland and George B. Leighton, as joint proxies, cast 97,920 for bondholders' directors (76,683 in behalf of corporate members, 16,717 in behalf of other members, and 4,520 in behalf of themselves.)

Important Changes during the Year.—On January 19, 1916, operation of the Roosevelt street ferry branch of the Madison street line was discontinued. Double track slotted turnouts were installed, connecting Lexington avenue and 86th street running tracks — 221 feet. On March 6, 1916, a change was made in motive power, from storage battery to horse, on Sixth Avenue Ferry Line.

Lease from F. W. Whitridge, Receiver of the Dry Dock, East Broadway and Battery R. R. Co., of premises at 605, 609, 611 and 613 Grand street; 334 Monroe street; 18, 20 and 22 Corlears street, and 506 Cherry street, at an annual rental of \$16,062.50, expired January 13, 1916, and was extended for one year at the same rate. Lease from F. W. Whitridge, Receiver, Dry Dock, East Broadway and Battery R. R. Co., dated March 16, 1916, effective August 14, 1916, for two years, covering premises located at 14th street and Avenue B, to be used as car barn, at an annual rental of \$46,000. Respondent to pay charges for water. Lease dated July 3, 1911, effective August 14, 1911, to Receivers, Metropolitan Street Railway Company, and assumed by respondent, terminated August 13, 1914, and renewed by correspondence to terminate August 13, 1916, covering premises located at 14th street and Avenue B, at an annual rental of \$40,000.

Securities issued and acquired: \$19,000 first real estate and refunding mortgage 4-per cent bonds, and \$1,300 convertible 4-per cent scrip, were issued November 8, 1915, in the acquisition of 58 shares (par value, \$5,800) of the capital stock of the Twenty-third Street Railway Company at \$350 per share (such bonds being considered as issued at 80 and the book value of the stock is shown accordingly), in accordance with the order of the Public Service Commission in Case 1830, dated November 30, 1914. Respondent purchased during the year \$1,000,000 (face amount) of its first real estate and refunding mortgage 4-per cent bonds for \$783,108.85, representing investment of portion of cash (special fund) received in connection with the settlement of New York City Railway Company and Metropolitan Street Railway Company Receivership. Respondent purchased from the fund created in connection with the amortization of the debt discount and expense of bonds issued to acquire capital stock of the Twenty-third Street Railway Company, \$10,000 (face amount) of its first real estate and refunding mortgage 4-per cent bonds for \$7,562.50. Respondent purchased from the fund created in connection with the amortization of the costs of certifying its 4-per cent, first real estate and refunding mortgage and its adjustment mortgage 5-per cent income bonds, \$1,037.34 (face amount) of its real estate and refunding mortgage 4-per cent bond scrip, for \$786.51.

Interest at the rate of \$13.70 per \$1,000 for the six months ended June 30, 1915, and \$31.94 per \$1,000 for the six months ended December 31, 1915, on the adjustment mortgage 5-per cent income bonds of this company, was declared and paid during the year as determined by the board of experts appointed under the terms of that mortgage, dated January 1, 1912.

For various important accounting adjustments, see *Surplus*.

Agreements: With Interborough Rapid Transit Company, dated May 22, 1916, effective same date, for five years, providing for electrical power to be supplied by respondent, for use in the operation of ventilating fans in the subway when required, rate 9/10 of one cent per kw. hour; with John Beaver as Receiver of the Second Avenue Railroad Company, dated August 1, 1912, effective August 1, 1912, to terminate December 31, 1917, providing for the supply of power by respondent, compensation one cent per kw. hour and duct rental of 1½ cent per foot per annum; with John Beaver as Receiver of the Second Avenue Railroad Company, dated March 12, 1915, terminating prior agreement dated November 4, 1908, for the supply of power by the respondent; with John Beaver as Receiver of the Second Avenue Railroad Company, dated June 4, 1915, effective as of January 1, 1912, providing for crossing and the use of tracks of that company at 23d street, 34th street, Astor place and 8th street, rental, \$1,000 per annum; with John Beaver as Receiver of the Second Avenue Railroad Company, providing for the use of tracks of that company on 86th street and Avenue A, from Second avenue to Astoria ferry, rates \$510 per month for use of tracks and 9/10 of one cent per kw. hour for power; with Interborough Rapid Transit Company, dated September 1, 1915, for the supplying of power to the respondent, at the following rates.

New York Railways Company

For the six months ending:

A. C. power:	December 31, 1915	June 30, 1916
From 59th street.....	.542 per kwh.	.5459 per kwh.
From 74th street.....	.5518 per kwh.	.520 per kwh.
D. C. power:		
From subway sub-stations.....	.656 per kwh.	.6544 per kwh.
From Manhattan sub-stations.....	.678 per kwh.	.6656 per kwh.

Respondent discontinued generating its own power on August 14, 1915.

Agreement with the New York Car Advertising Company, for advertising privileges, was extended for a period of ten years, effective as of December 31, 1915, at the following rates: For the year 1916, \$250,000; for the years 1917 to 1925 both inclusive, \$300,000. This rental is based upon the operation of more than 1,200 cars, provision being made for a proportionate abatement, should the number of cars operated fall below the number specified for a period of three months or more.

Permits issued by the City of New York — Commissioner of Docks and Ferries, dated May 1, 1916, effective same date, for one year, for privileges on marginal street areas as follows:

	Lineal feet	Rate per annum	Amount
Foot of Christopher street, North river.....	418	\$1 00	\$418 00
West 23d street, North river.....	1,665	1 00	1,665 00
Foot of 23d street, East river.....	876½	75	657 38
Foot of Chambers street, North river.....	277½	1 00	277 50
116th street and Harlem river.....	86	75	64 50
Foot of Desbrosses street, North river.....	137	1 00	137 00

Pursuant to decrees entered on February 15 and March 24, 1916, settlement of the New York City Railway Company and Metropolitan Street Railway Company Receiverships was effected, and the Receivers of the said companies were discharged. Under the terms of the said settlement, the respondent received certain cash and property which realization is held in "Accounts awaiting Distribution," subject to the adjustment of claims, etc., acquired or to be acquired, pending the final closing of unsettled Receivership matters and the subsequent allocation of such realization in respect of the property acquired by the respondent under the plan of reorganization of the Metropolitan Street Railway Company. (For details, see *Balance Sheet*.)

Directors: Outgoing directors, Andrew Freedman, Darwin P. Kingsley, Francis L. Leland, Henry Ollesheimer, F. S. Witherbee. Incoming directors: Charles P. Howland, George B. Leighton, W. Leon Pepperman, William H. Remick, Richard H. Swartwout.

BALANCE SHEET *

June 30, 1915	Current assets:	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$1,084,343 92	Cash.....		\$1,752,506 80	\$668,162 88
637,460 27	Special deposits ¹		655,845 91	18,385 64
	Bills receivable — Brooklyn and North River R. R. Co.....		31,411 18	31,411 18
601,132 72	Bills receivable — time.....		605,673 52	4,540 80
341,598 39	Accounts receivable.....		283,950 06	D 57,648 33
70,404 95	Interest and dividends receivable ²		87,466 62	17,061 67
60 00	Other current assets.....			D 60 00
781,808 67	Materials and supplies.....		789,115 25	7,306 58
1,472,355 46	Stocks of associated companies ³		1,498,912 68	26,557 22
83,588 75	Other miscellaneous investments.....		83,588 75	

*[The balance sheet as submitted by the company has been amended by the transfer of the reserve "Accrued amortisation of capital" from the liabilities side to the assets side, where it is now shown as a deduction from "Fixed capital" in accordance with the requirements of the report form. It should be noted, however, that only part of the company's fixed capital is reported above, whereas the reserve is applicable to the total fixed capital.]

¹ Includes \$7,722.25 for 1915, and \$7,707.25 for 1916, reported by the company as a contingent asset. [The item is explained in the 1913 report as representing "cash deposited (by prior interests) to pay interest and rentals uncalled for, accrued and payable prior to January 1, 1912."]

² Includes \$11,515.76 due from Interborough Rapid Transit Co., \$9,500.76 from Brooklyn and North River R. R. Co., and \$250 from 145th Street Croestown R. R. Co.; total, \$21,266.52.

³ Includes \$35,005 due from Broadway and Seventh Avenue R. R. Co., \$12,000 from Forty-second Street and Grand Street Ferry R. R. Co., and \$15,225 from the Twenty-third Street Railway Co.; total, \$62,230.

⁴ Includes \$10,083.49 cost of \$13,387.59 par value of first real estate and refunding mortgage 4 per cent bonds.

New York Railways Company
BALANCE SHEET — Continued ¹²

June 30, 1915	ASSETS SIDE — Continued	June 30, 1916	Increase or (D) decrease ¹⁰
Fixed capital installed since 1908:			
\$2,766 93	Street railway land.....	\$2,771 68	\$4 75
5,400 00	Intangible street railway capital.....	7,095 20	1,695 20
¹⁰ 2,020,538 65	Tangible street railway capital.....	2,087,737 67	67,199 02
181,496 02	Expenditures on leased lines.....	187,867 38	6,371 36
79,206 05	Other departments (owned and leased)....	99,618 52	20,412 47
\$2,289,407 65	Total fixed capital — gross ¹¹	\$2,385,090 45	\$95,682 80
\$2,143,440 42	Less accrued amortization ¹²	\$2,988,074 42	\$844,634 00
¹⁰ 145,967 23	Total fixed capital — net ¹¹	Cr. 602,983 97	D 748,951 20
Cr. 156,637 05	Construction in process (in suspense).....	Cr. 258,823 55	Cr. 102,186 50
96,776 15	Prepayments.....	84,129 15	D 12,647 00
383,708 93	Unamortized debt discount and expense.....	380,959 99	D 2,748 94
78,173,295 53	Accounts awaiting distribution (see below)..<	83,690,432 56	5,517,137 03
<u>\$83,715,863 92</u>	<u>Total.....</u>	<u>\$89,082,184 95</u>	<u>\$5,366,321 03</u>

DETAIL OF ACCOUNTS AWAITING DISTRIBUTION, JUNE 30, 1916

Cost of property, etc. ¹³	\$74,447,853 99
Property acquired January 1, 1912 — subsequently sold.....	Cr. 87,125 45
Miscellaneous deferred adjustments.....	15,906 70
Account with joint committee under agreement of sale dated December 30, 1911 (debit account).....	650,314 50
Guaranty Trust Co., as trustees:	
Deposit of proceeds under foreclosure of Central Park, North & East River R. R. Co. bonds (see contra)	1,536,274 37
Other special Deposit:	
Balance of cash received in connection with settlement of New York City Railway Company and Metropolitan Street Railway Company Receiverships.....	2,959,870 84
Real estate, securities, special funds, etc., received in connection with settlement of New York City Railway Company and Metropolitan Street Railway Company Receiverships.....	133,607 54
Expenditures subsequent to January 1, 1912:	
Purchase of first mortgage 5 per cent bonds — Metropolitan Croastown Railway Company.....	602,453 80
Purchase of New York Railway Company first real estate and refunding 4 per cent bonds, representing investment of portion of cash received in connection with the settlement of New York City Railway Company and Metropolitan Street Railway Company Receiverships.....	783,108 85
Settlement of claims against New York City Railway Company and Metropolitan Street Railway Company and its receiver.....	1,558,331 35
Reimbursement of general cash — current account — Receiver, Metropolitan Street Railway Company.....	33,231 45
Tort claims and expenses applicable to period prior to January 1, 1912....	543,833 13
Purchase of certain tort claims from accident creditors' protective committee	5,471 46
Judgments and expenses paid — re-paving cases against lessor companies applicable to period prior to January 1, 1912.....	192,532 13
Taxes and assessments accrued to January 1, 1912.....	134,650 75

¹⁰ Net credits arising from expenditures in connection with installation and pulling out of feeder cables aggregating \$729.81 heretofore included in tangible street railway capital, are here transferred to construction in process in suspense.

¹¹ Exclusive of cost of property included in Accounts awaiting distribution.

¹² See note 5 on preceding page.

¹³ "Cost of property as acquired under the terms of the reorganization plan of the Metropolitan Street Railway Company, dated November 29, 1911, and agreement of sale thereunder, dated December 30, 1911, including railways, equipment, real estate, interest and estates acquired or to be acquired under or by virtue of the foregoing plan and agreement of sale. This amount, as well as the corresponding liability accounts, are stated subject to final adjustment on completion of the accounting with the joint committee and the receivers of the Metropolitan Street Railway Company."

ABSTRACTS OF RETURNS OF COMMON CARRIERS

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New York Railways Company

BALANCE SHEET—Concluded

ASSETS SIDE—Concluded

DETAIL OF ACCOUNTS AWAITING DISTRIBUTION, JUNE 30, 1916—Concluded

Interest on underlying bonds accrued to January 1, 1912.....	\$137,708 34
Interest on real estate mortgage accrued to January 1, 1912.....	12,468 75
Expenditures on account of receivership litigation.....	27,896 07
Miscellaneous.....	1,953 99
Total.....	\$83,690,432 56

LIABILITIES SIDE

June 30, 1915		June 30, 1916	Increase or (D) decrease
	Unfunded debt:		
\$359,295 82	Taxes accrued.....	\$355,635 88	D \$3,659 94
950,000 00	Real estate mortgage.....	950,000 00	.....
1,252,453 80	Miscellaneous bills payable.....	1,252,453 80	.....
338,674 25	Miscellaneous accounts payable.....	*336,066 38	D 2,607 87
484,541 54	Interest accrued on adjustment mortgage income bonds.....	688,201 62	203,660 08
560,522 73	Interest accrued on other funded debt.....	560,703 89	181 16
27,147 52	Interest accrued on unfunded debt.....	15,962 75	D 11,184 77
205,478 34	Rent accrued for lease of road.....	207,013 34	1,535 00
12,600 00	Rent under operating agreement.....	13,300 00	700 00
6,856 66	Other rents accrued.....	7,023 33	166 67
53,593 72	Due for wages and salaries.....	79,648 82	26,055 10
19,521 21	Other unfunded debt *.....	17,081 15	D 2,440 06
	Funded debt:		
58,523,924 97	Mortgage bonds.....	58,546,924 97	23,000 00
4,950 00	Convertible bond scrip (4-per cent).....	2,250 00	D 2,700 00
962,886 22	Reserve for injuries to persons and property..	588,969 53	D 373,916 69
81,689 51	Other optional reserves and suspense credit balances.....	83,606 24	1,916 73
2,376,603 47	Accounts awaiting distribution (see below)...	7,882,012 78	5,505,409 31
17,495,060 00	Common stock.....	17,495,060 00	.....
64 16	Surplus.....	270 47	206 31
183,715,863 92		\$89,082,184 95	\$5,366,321 03

DETAIL OF ACCOUNTS AWAITING DISTRIBUTION, JUNE 30, 1916

Realization in connection with settlement of New York City Railway Company and Metropolitan Street Railway Company Receiverships—awaiting distribution on account of pending litigation and adjustments:

Cash received.....	\$5,371,711 77
Special funds assigned March 22, 1916.....	133,696 54
Real estate, securities, etc.—at nominal value.....	1 00
Account with Guaranty Trust Co., as trustee:	
Proceeds under foreclosure of Central Park, North and East River R. R. Co. bonds (see contra).....	1,536,274 87
Proceeds in the matter of the Long Island Land Fertilizing Co.....	6,064 83
Account with joint committee under agreement of sale dated December 30, 1911 (credit account).....	554,497 24
Interest collected on cash received from joint committee.....	31,785 34
Dividends received on stock owned—accrued to January 1, 1912.....	47,000 00
Balance of award to 42d street and Grand Street Ferry R. R. Company under agreement dated February 21, 1912.....	197,982 19
Total.....	\$7,882,012 78

* Includes amount due Interborough Rapid Transit Co., \$81,665.77; Bridge Operating Co., \$1,500; New York and Harlem R. R. Co., \$110.49; Interborough Consolidated Co., \$37.50; total, \$83,313.76.

* Includes interest and rentals uncalled for, \$7,722.25 in 1915, and \$7,707.25 in 1916; the company reports this as a contingent liability.

New York Railways Company
Valuation of Property for Purposes of Taxation

	Cost to reproduce new	Same less depreciation
Valuation as of June 30, 1915, filed by respondent:		
Real property outside streets and public places.....	\$23,517,879 00	\$16,774,290 00
Real property in streets — tangible.....	9,844,733 00	5,654,164 00
Tangible personal property.....		10,353,900 00
Assessed valuation for 1916 taxes:		
Real property outside streets and public places.....		\$10,470,425 00
Real property (tangible and intangible) in streets.....		8,785,710 00

DETAILS OF ASSETS AND DEBIT BALANCES
Fixed Capital Installed since December 31, 1908 ¹⁴

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchises.....	¹⁵ \$1,695 20			\$1,695 20
Patent rights.....				5,400 00
Right of way.....	4 75			2,771 68
Ties.....				764 61
Rails, rail fastenings and joints...	149 61			8,934 07
Special work.....	3,020 49			17,029 03
Underground construction.....	1,811 83			12,361 04
Track laying and surfacing.....	4,381 82			23,425 16
Paving.....	7 93			4,233 85
Roadway tools.....	56 20			3,279 90
Telephone and telegraph lines....				10,813 12
Underground conduits.....	87 79			1,359 12
Transmission system.....	13,283 07			50,594 10
Distribution system.....	172 39			¹⁷ 71 21
Power plant buildings.....				13,002 42
Sub-station buildings.....	10,141 59			11,746 34
Shops and car houses.....	2,512 08			7,221 93
Stations, waiting rooms, and miscellaneous buildings.....	Cr. 3,471 72			4,449 95
Furnaces, boilers, and accessories.				833 09
Power plant electric equipment...				6,508 10
Miscellaneous power plant equipment.....				153 45
Sub-station equipment.....	29,412 68			148,814 19
Shop equipment.....				1,103 29
Revenue cars.....	1,953 57			1,187,777 06
Electric equipment of cars.....				433,059 34
Other rail equipment.....				21,453 27
Miscellaneous equipment.....	1,880 80			107,139 23
Engineering and superintendence.	1,788 89			4,007 83
Miscellaneous construction expenditures.....				7,512 93
Total.....	\$68,698 97			\$2,097,604 55

¹⁴ [In the case of this company the schedule represents fixed capital installed since January 1, 1912.]
¹⁷ See footnote 10 of this abstract.
¹⁸ [Legal expenses in connection with franchises not yet acquired should be charged to Superintendence.]

New York Railways Company

Fixed Capital Installed since December 31, 1903 — Concluded

(B) ON LEASED LINES

INSTALLED DURING YEAR

Item	Additions and betterments	Renewals and replacements	Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
Right of way.....	\$26 00	.....	.....	\$26 00
Grading.....	.....	.....	.....	6,969 49
Ties.....	.....	.....	.....	194 61
Rails, rail fastenings, and joints..	Cr. 5 69	.....	.....	3,565 19
Special work.....	.....	.....	.....	35,768 11
Underground construction.....	.....	.....	.....	21,668 90
Track laying and surfacing.....	.....	.....	.....	32,325 02
Paving.....	Cr. 4 20	.....	.....	11,625 22
Roadway tools.....	64 16	.....	.....	686 42
Underground conduits.....	.....	.....	.....	3,319 69
Transmission system.....	.....	.....	.....	9 72
Distribution system.....	3 75	.....	.....	33,941 27
Shops and car houses.....	6,277 09	.....	.....	10,246 15
Stations, waiting rooms, and mis- cellaneous buildings.....	10 25	.....	.....	69 91
Revenue cars.....	.....	.....	.....	23,989 40
Engineering and superintendence.	.....	.....	.....	3,433 51
Miscellaneous construction expen- ditures.....	.....	.....	.....	28 77
Total.....	\$6,371 36	.....	.....	\$187,867 38

(C.) OTHER DEPARTMENTS

Tangible owned.....	\$1,376 96	.....	.....	\$71,305 93
Tangible leased.....	19,035 51	.....	.....	28,312 59
	\$20,412 47	.....	.....	\$99,618 52

*Betterments on Leasehold Properties.*¹⁹—Balance at close of year: Eighth Avenue R. R. Co., \$33,057.68; Sixth Avenue R. R. Co., \$17,206.35; New York and Harlem R. R. Co., \$36,762.35; Broadway and Seventh Avenue R. R. Co., \$39,548.54; Bleecker Street and Fulton Ferry R. R. Co., \$37,670.93; Forty-second Street and Grand Street Ferry R. R. Co., \$3,518.63; Central Crosstown R. R. Co., \$23,989.40; Ninth Avenue R. R. Co., \$1,675.31; Thirty-fourth Street Crosstown Ry. Co., \$16,720.79; Twenty-third Street Ry. Co., \$6,029.99; total, \$216,179.97.

DETAILS OF EXPENDITURES FOR IMPROVEMENTS

(A) Lines Owned

Installing double-track turnout, Lexington avenue and 86th street.....	\$9,028 66
Enlarging eight manholes, Lexington avenue, 67th to 79th streets.....	600 00
Changes in cable and ducts, enlarging manholes, First avenue and 76th street, Second avenue, 76th and 77th streets and building new manhole, Second avenue and 54th street.....	18,405 57
Extension of the 86th street Crosstown line, 86th street, Broadway to Eighth avenue.....	1,936 28
Installing cables between 50th street sub-station and 59th street power station and additional equipment in 50th street sub-station and 96th street power station..	856 05 Cr. 845 51
Installing 1 — 250 kw. motor generator set, 50th street sub-station.....	3,172 00
Installing 1 — 1500 kw. rotary with transformers, 50th street sub-station.....	4,530 00
Installing drip pans, 25th street sub-station.....	10,344 84

¹⁹ Expenditures cover period from January 1, 1912 to June 30, 1916.

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New York Railways Company

DETAILS OF EXPENDITURES FOR IMPROVEMENTS — *Concluded*

(A) *Lines Owned* — *Concluded*

Additional equipment in connection with transformer taps, switchboard meters and wiring, Houston street sub-station.....	\$1,896 11
Additional equipment in connection with transformer taps, switchboard meters and wiring, 25th street sub-station.....	12,282 99
Additional equipment in connection with transformer taps, switchboard meters and wiring, 50th street sub-station.....	4,072 97
Installing apparatus for charging storage battery wagons, various locations.....	Cr. 2,800 00
Additional equipment in connection with transformer taps, switchboard meters and wiring, 96th street sub-station.....	2,072 29
Additional equipment in connection with transformer taps, switchboard meters and wiring, Corlears street sub-station.....	726 34
Enclosing stairways, landings, platforms and passageways, Lenox avenue and 146th street car house.....	676 54
Erecting building, 23d street and East river yard.....	2,047 24
Engineering work on seventy new storage battery cars.....	1,514 25
Construction and equipment of forty-five storage battery cars.....	1,553 81
One electric emergency wagon and generator for charging same.....	4,680 80
Installing fixtures in employees' store No. 1, 820 Eighth avenue.....	Cr. 1,495 78
Installing fixtures in employees' store No. 2, 2850 Eighth avenue.....	Cr. 2,047 30
Miscellaneous items under (\$500).....	948 30
Less miscellaneous credits.....	Cr. 257 28
Total.....	\$98,898 97

(B) *Other Departments* — *Owned*

Installing sprinkler system, Lexington building.....	\$912 75
Constructing pent house extension on roof, Lexington building.....	Cr. 852 00
Installing three fireproof windows, building ladies' toilet in offices on 7th floor, Lexington building.....	636 90
Miscellaneous items under (\$500).....	679 31
Total.....	\$1,376 96

(C) *Lines Leased*

Broadway & Seventh Avenue R. R. Co.:

Car Houses, Yards, etc.:

Sixth Avenue car house:

Constructing (2) wheel pits in the inspection pits in tracks 6 and 7.....	\$580 81
Providing additional exits with red lights and installing ventilating shafts in toilet.....	4,116 06

Eighth Avenue R. R. Co.:

Installing fire escapes, 820 Eighth avenue.....	1,443 35
Miscellaneous items under \$500, various roads.....	241 03
Less miscellaneous credits, various roads.....	Cr. 9 89

Total.....	\$6,371 36
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(D) *Other Departments* — *Leased*

Broadway & Seventh Avenue R. R. Co.:

Modification of offices on 4th and 5th floors on account of fire, Cable building, 621 Broadway.....

Installing sprinkler system, Cable building.....	Cr. \$767 50
Rearranging doors to swing outwardly, installing guard counterweights and trap doors on elevators, Cable building.....	18,516 73
Miscellaneous items under \$500.....	813 08
	473 20

Total.....	\$19,035 51
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New York Railways Company

Details of Property Acquired January 1, 1912, Subsequently Sold.— Balance at beginning of year, \$107,242.75. Sold during year, scrap from demolished cars, \$601.10; 2 old boilers removed from Lexington building, \$800; 2 old boilers removed from 96th street power station, \$338.90; 1 shaping machine, \$126; 1 punching machine, \$67; 2 storage battery boosters, \$900; 45 circuit breakers, electric switches, etc., \$857.70; 261 fare boxes, \$3,907.80; 3 old horse cars, \$7; horse equipment, \$14.22; 1 wooden cart, \$17; and 1 roll top desk, \$5. Box car No. 1527 lost in cave-in on Seventh avenue charged to contractors, \$2,809.70. Material from demolished cars placed in stock, \$1,931.28. Total credit balance at close of year, \$119,625.45; less transfer to surplus account of deposit forfeited by A. J. Dittmar, June 1, 1912, under contract dated May 29, 1912, to purchase property bounded by Fourth and Lexington avenues and 32d and 33d streets, \$50,000; less commission paid by this company on the sale, \$17,500; net deduction, \$32,500. Balance at close of year, \$87,125.45.

Equipment Retired during the Year.— The company reports 51 closed passenger motor car bodies; 50 sets single car trucks; 1 set double car trucks; 2 closed and 1 open passenger horse cars, and 149 horses as retired during the year. "Accounts awaiting distribution" have been credited with the salvage on the horse cars and various minor items, but no credits have been made to Fixed capital on account of any retirements. The cost of the equipment retired is reported as unknown.

Miscellaneous Investments

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Mortgaged or Pledged Investments</i>				
Central Crosstown R. R. Co.:				
Capital stock ²⁰	\$35,100 00			.....
First consolidated mortgage 4% bonds due May 1, 1952 ²¹	2,473,400 00			.....
Collateral trust notes, 6% ²² ..	637,408 82			.....
Broadway & Seventh Ave. R. R. Co.:				
Capital stock ²³	1,400,000 00			\$140,000 00
First mortgage 5% bonds (matured) ²⁴	1,500,000 00			.....
Fort George & Eleventh Avenue R. R. Co., capital stock ²⁵	3,000,000 00			.....
Forty-second Street and Grand Street Ferry R. R. Co., capital stock ²⁶	400,000 00	²⁷	²⁸	72,000 00
Thirty-fourth Street Crosstown Ry. Co., capital stock ²⁹	990,000 00			.....
Twenty-third Street Ry. Co.:				
First mortgage bonds, 6% (matured) ³⁰	200,000 00			.....
Debenture bonds 5% (matured) ³¹	150,000 00			.....
One Hundred Forty-fifth Street Ry. Co., capital stock ³² ³³	2,000 00			.....
Metropolitan Crosstown Ry. Co.:				
First mortgage 5% bonds due April 1, 1920 ³⁴	600,000 00	\$602,453 80	\$602,453 80	.....

²⁰ Acquired under plan of reorganization; held by respondent.
²¹ Acquired in October, 1914, as the result of foreclosure of collateral to notes of Central Crosstown which were acquired under the plan of reorganization.
²² [Balance of original total face value of \$2,235,000 acquired under plan of reorganization. See abstract of the Central Crosstown R. R. Co., note 5.]
²³ Acquired under plan of reorganization; pledged to Guaranty Trust Co., as trustee under the 30-year first real estate and refunding mortgage.
²⁴ [The former secretary of the Broadway & Seventh Avenue R. R. Co. in a letter dated December 19, 1908 made the following statement concerning these bonds: "It is the contention of this company that these bonds.....should be cancelled, but it is ready and willing to issue in lieu thereof a like amount of first consolidated mortgage bonds, as provided in the mortgage to the Guaranty Trust Co., and in accordance with the terms of the lease."]
²⁵ Respondent also has subscription rights to the remainder of the authorized issue.
²⁶ [These investments are included in "Accounts awaiting distribution" on the balance sheet, no appraisalment having been made of them at June 30, 1916.
²⁷ Deposited with Equitable Trust Co. as collateral to 6 months' note dated May 19, 1915. Included in "Accounts awaiting distribution" on balance sheet. [The Metropolitan Crosstown was merged in 1894 with the Metropolitan Street Railway, a predecessor of the New York Railways.]

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New York Railways Company				
Miscellaneous Investments — Concluded				
Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
Twenty-third Street Ry. Co., capital stock ²⁸	\$507,500 00	²⁹	\$1,421,000 00	\$90,992 00
The Brooklyn & North River R. R. Co., capital stock ³⁰	25,000 00	\$25,000 00	25,000 00	.....
Bridge Operating Co., capital stock ³¹	50,000 00	38,317 11	38,317 11	3,000 00
One Hundred Forty-fifth Street Crosstown R.R. Co., capital stock ³²	2,000 00	2,000 00	2,000 00	.....
The Broadway & Seventh Avenue R. R. Co., capital stock ³³	200 00	2,512 08	2,512 08	20 00
Thirty-fourth Street Crosstown Ry. Co., capital stock ³⁴	10,000 00			.....
People's Traction Co., capital stock ³⁵	1,500,000 00			.....
Fulton Street R. R. Co., capital stock ³⁶	500,000 00			.....
Twenty-eighth & Twenty-ninth Street Crosstown R. R. Co., capital stock ³⁷	1,500,000 00			.....
Edenwald Street Ry. Co., capital stock ³⁸	25,000 00			.....
Metropolitan Street Ry. Co., capital stock scrip ³⁹	52 73			.....
Interborough-Metropolitan Co., certificate of voting trust ⁴⁰	20 00			.....
Temporary receipt of Central Trust Co., dated August 26, 1898, for \$1,000,000 face value of first mortgage bonds of Wall & Cortlandt Street Ferries R. R. Co. ⁴¹	1,000,000 00			.....
New York Railways Co., first real estate and refunding mortgage 4% bonds and convertible scrip ⁴² ⁴³	13,387 59	10,083 49	10,083 49	.....
N. Y. City 4½% bonds ⁴⁴	82,000 00	84,731 06	83,588 75	3,485 00
<i>Free Investments</i>				
Central Park, North and East River R. R. Co., capital stock ⁴⁵	300,000 00	.....	.....	.....
Twenty-third Street Ry. Co., first mortgage bonds 6% (matured) ⁴⁶	50,000 00	.....	.....	.....
New York Railway Co., first real estate and refunding mortgage 4% bonds ⁴⁷ ⁴⁸	1,000,000 00	783,108 85	783,108 85	.....
Total ⁴⁹	\$17,953,069 14	.....	.....	\$309,497 00

²⁸ See note, preceding page.

²⁹ Acquired by the issue of respondent's 30-year first real estate and refunding mortgage bonds.

³⁰ Mortgaged but now in possession of respondent.

³¹ Sundry securities purchased through W. L. Turner, Special Master, pledged but now in possession of respondent.

³² [Improperly included in Investments by the company. The par value should have been shown as a deduction from the bonds outstanding, in accordance with the requirements of the report form.]

³³ Represents special fund investment in connection with Debt discount and expense.

³⁴ Deposited with the State Industrial Commission.

³⁵ Acquired under plan of reorganization; now in hands of Guaranty Trust Company, but not as collateral to any outstanding bonds.

³⁶ Received in connection with settlement of New York City Railway Company and Metropolitan Street Railway Company, receiverships.

³⁷ Investment of portion of cash received in connection with the settlement of New York City Railway Co., and Metropolitan Street Railway Co., receiverships.

³⁸ In 1914, respondent reported as additional securities held by the Guaranty Trust Co., \$1,000,000 par value, Broadway Surface Railroad Co., second mortgage 5 per cent bonds dated June 1, 1886, due June 1, 1905.

New York Railways Company

In addition to the securities shown above, there are in the hands of the Guaranty Trust Company of New York, as trustee under the first and refunding 4% mortgage, \$300,000 par value of Metropolitan Crosstown Railway Company second mortgage 5% bonds, dated May 1, 1890, due May 1, 1901.

Special Deposits.— Coupon \$504,476.75; to pay for lease of other roads, \$127,390 (Bleecker Street and Fulton Ferry R. R. Co., \$20,750; Broadway and Seventh Avenue R. R. Co., \$67,250; Central Crosstown R. R. Co., \$1,740; Twenty-third Street Ry. Co., \$37,650); to pay rent under operating agreement, \$800; to pay income tax withheld at source, \$747.70; with State Industrial Commission, \$8,200; in matter of Long Island Land Fertilizing Co., \$6,524.21; total, \$648,138.66.

Materials and Supplies.— General supplies, \$726,707.76; coal, \$3,672.44; stationery, \$19,975.03; merchandise, employees' stores, \$38,760.02; total, \$789,115.25.

Prepayments.— Taxes, \$24,615.02; insurance, \$57,925.83; rents, \$1,588.30; total, \$84,129.15.

Suspense.— Construction in process: Removal of equalizers throughout system, Cr. \$148,262.13; changing D. C. and pulling out A. C. feeders, Cr. \$74,053.32; cable pulled out, not replaced, Cr. \$54,728.60; installing and pulling out million feeders, Cr. \$1,085.53; money received from insurance companies for burned cars, Cr. \$2,354.44; protection of feeders in manholes, \$21,660.47; total, Cr. \$258,823.55.

Unamortized Debt Discount and Expenses.— On \$1,776,250 30-year first real estate and refunding mortgage 4% bonds and convertible 4% scrip, maturing January 1, 1942, issued at 80 for acquisition of \$507,500 par value of Twenty-third Street Railway Co., capital stock as per the Commission's order of November 30, 1914, in Case 1830: Balance to be amortized at the beginning of year, \$354,215.02; discount and expense sustained on bonds issued during the year, \$4,060, and \$998.42 respectively; total to be amortized \$359,273.44; charged to income during the year, \$7,209.47 (discount \$7,080.26 and expense \$129.21); balance \$352,063.97. Expense of certifying first real estate and refunding mortgage 30-year 4% bonds and adjustment mortgage 30-year 5% income bonds, both maturing January 1, 1942; balance June 30, 1915, \$29,493.91; charged to income during year, \$603.49; balance, \$28,890.42. Total unamortized balance June 30, 1916, \$380,954.39.

DETAILS OF LIABILITIES AND CREDIT BALANCES

Particulars of Stock and Funded Debt	Securities		
	Common stock	First real estate and refunding mortgage bonds	Adjustment mortgage income bonds ¹⁰
Nominal date of issue.....	_____	Jan. 1, 1912	Jan. 1, 1912
Date of maturity.....	_____	Jan. 1, 1942	Jan. 1, 1942
Interest, rate and dates.....	_____	4%, Jan. & July	5%, April & Oct.
Denominations.....	1 share = \$100	_____	_____
Authorized by company.....	\$17,500,000 00	¹¹	\$33,000,000 00
By public authority.....	17,500,000 00	\$19,508,100 00	31,933,400 00
Authorization lapsed.....	¹² 4,940 00	¹³ 1,112,152 34	¹⁴ 1,306,422 69
Only nominally issued.....	.....	323,750 00	.....
Actually issued.....	17,495,060 00	¹⁵ 18,072,197 66	30,626,977 31
Issued prior to year.....	17,495,060 00	18,051,897 66	30,626,977 31
Cash realized.....	.....	¹⁶.....	.....
Discount.....	.....	351,190 00	.....
Actually issued during year.....	.....	¹⁷ 20,300 00	.....
Cash realized.....	.....	¹⁸.....	.....
Discount.....	.....	4,060 00	.....
Actually outstanding.....	17,495,060 00	18,072,197 66	30,626,977 31
Interest accrued.....	_____	¹⁹ 722,869 12	1,584,946 08

¹⁰ The interest distributed to the adjustment mortgage bondholders during the year ended June 30, 1916, is equal to a rate of 5.175 per cent divided as follows: Six months ended December 31, 1915, 3.194 per cent; six months ended June 30, 1916, 1.981 per cent.

¹¹ No limit specified.

¹² Authorization nullified.

¹³ Reported by company as "in suspense."

¹⁴ There was \$16,295,947.66 issued under the plan of reorganization and \$1,776,250 issued for the purchase of 5,075 shares of the capital stock of the Twenty-third Street Ry. Co.

¹⁵ Includes convertible bond scrip, \$1,300.

¹⁶ Issued to acquire Twenty-third Street Ry. Co. stock.

¹⁷ Includes \$259.66 charged for interest accrued to date of sale.

New York Railways Company

Securities — Concluded

Particulars of Stock and Funded Debt	Common stock	First real estate and refunding mortgage bonds	Adjustment mortgage income bonds ²⁹
Interest charged to income.....	—————	\$722,609 46	\$1,584,946 08
Interest paid.....	—————	721,587 96	1,381,286 00
Interest accrued but not due.....	—————	—————	606,720 42
Interest matured and unpaid.....	—————	\$74,595 55	81,481 20
Market price: Highest, lowest last sale.....	H., 27½; L., 15; L. S., 27½	H., 79; L., 68; L. S., 76½	H., 63½; L., 47; L. S., 57½
Trustees under mortgage.....	.....	Guaranty Trust Co.	Farmers Loan and Trust Co.

Underlying Mortgage Bonds

Particulars of Funded Debt	Broadway Surface R. R. Co.	Columbus & Ninth Ave. R. R. Co.	Lexington Ave. & Pavonia Ferry R. R. Co.	South Ferry R. R. Co.
Nominal date of issue.....	July 1, 1884	Aug. 1, 1893	Aug. 24, 1893	April 1, 1889
Date of maturity.....	July 1, 1924	Aug. 1, 1893	Aug. 24, 1893	April 1, 1919
Interest, rate and dates.....	5% Jan-July	5% Mar.-Sept.	5% Mar.-Sept.	5% April-Oct.
Denominations.....	N. R.	N. R.	N. R.	N. R.
Authorized by company.....	\$1,500,000	\$3,000,000	\$5,000,000	\$350,000
By public authority.....	1,500,000	3,000,000	5,000,000	350,000
Actually issued, prior to year.....	⁴⁷ 1,500,000	⁴⁷ 3,000,000	⁴⁷ 5,000,000	⁴⁷ 350,000
Actually outstanding.....	1,500,000	3,000,000	5,000,000	350,000
Interest accrued.....	75,000	180,000	250,000	17,500
Charged to income.....	75,000	150,000	250,000	17,500
Interest paid ⁴⁸.....	.....	.....	.....	.....
Interest matured and unpaid ⁴⁹...	.....	.....	.....	.....
Interest accrued but not due ⁵⁰...	.....	.....	.....	.....
Trustees under mortgage.....	William M. Hays	⁵¹ Guaranty Trust Co.	Central Trust Co.	Central Trust Co.

Real Estate Mortgage.—Mortgage on property at 86th street and Madison avenue, and 32d street and Fourth avenue, for \$950,000, held by Mutual Life Insurance Co.; interest accrued during year (including \$1,250, charged to accounts receivable) \$47,500; paid, \$47,500; accrued but not yet due, \$13,854.17.

Miscellaneous Bills Payable.—Equitable Trust Co., \$602,453.80; interest accrued at rate of 3½ per cent to November 19th and 3 per cent since, \$19,563; paid, \$19,914.44; accrued but not due, \$2,108.58. Guaranty Trust Co., \$650,000; note issued in renewal of note made by Joint committee on Reorganization due October 3, 1912 ⁵² interest accrued at rate of 5 per cent to March 3d and at 3 per cent since, \$28,166.67; paid, \$39,000.

Taxes Accrued.—See schedule supporting Income Statement.

²⁹ See this footnote on preceding page.

⁴⁷ Assumed under plan of reorganization.

⁴⁸ Total interest paid, \$493,600; not subdivided.

⁴⁹ Total matured and unpaid, \$48,400; not subdivided.

⁵⁰ Total accrued not due, \$137,708.34; not subdivided.

⁵¹ Reported in 1915.

⁵² Receivers' tax payment certificates of indebtedness, issued by Adrian H. Joline and Douglas Robinson, Receivers of the Metropolitan Street Ry. Co., amounting to \$800,000, were acquired by the Joint Reorganization Committee, and used as collateral for the note.

New York Railways Company

Reserves

	Credit balance June 30, 1915	Credits during year	Debits during year	Credit balance June 30, 1916
Accrued amortisation of capital.	\$2,142,440 42	\$844,634 00	.....	\$2,988,074 42
Injuries to persons and property	962,836 22	" 809,660 04	" \$1,183,576 73	588,969 53
Amortisation of cost of stock, Bridge Operating Co. ¹⁴	18,285 30	2,021 81	.....	20,317 11
Reserve for doubtful accounts..	51,000 00	12,000 00	11,222 57	51,777 43
Scrap sold.....	10,728 57	80,581 52	81,899 87	9,410 22
Collected in advance — Rent of land and buildings.....	1,675 64	25,382 94	24,957 10	2,101 48

INCOME STATEMENT

	Horse and storage battery	Electric	Total	Increase or (D) decrease
Operating revenues:				
Transportation revenue....	\$475,224 10	\$12,903,823 81	\$13,379,047 91	\$368,115 04
Other operating revenue....	.....	.....	335,483 34	D 53,351 20
Total operating revenue....	.....	.....	\$13,714,531 25	\$314,763 84
Operating expenses:				
Maintenance of way and structures.....	\$77,188 40	\$1,534,642 83	1,611,831 23	30,658 68
Maintenance of equipment...	19,781 96	1,111,293 05	1,131,075 01	32,294 07
Horse power, revenue car service.....	82,425 46	.....	82,425 46	D 11,912 91
Operation of power plant....	3,051 96	821,896 80	824,948 76	D 54,040 09
Power exchanged, balance....	.....	Cr. 72,230 86	Cr. 72,230 86	D 27,844 58
Operation of cars.....	217,628 02	3,240,636 33	3,458,264 35	42,543 98
Injuries to persons and prop- erty.....	28,618 27	781,041 77	809,660 04	D 166,159 92
General expenses.....	31,906 96	496,197 72	528,104 68	D 22,892 73
Total operating expenses....	\$460,601 03	\$7,913,477 64	\$8,374,078 67	D\$177,353 50
Taxes accrued.....	.....	.....	1,038,122 31	D 4,736 67
Total revenue deductions.....	.....	.....	\$9,412,200 98	D\$182,090 17
Operating income.....	.....	.....	\$4,302,330 27	\$496,554 01
Non-operating income:				
Miscellaneous rents (\$295,007.40; less expenses \$107,967.79, and taxes, \$74,660.34).....	.....	.....	\$112,379 27	D \$14,893 46
Interest revenues.....	.....	.....	" 110,974 79	16,655 81
Dividend revenues.....	.....	.....	306,012 00	39,951 15
Profits from operation of others.....	.....	.....	38,503 38	D 1,086 14
Total non-operating income.....	.....	.....	\$567,869 44	\$40,627 36

¹² Based on 5.12 per cent of passenger revenue for six months ended December 31, 1915 and 7 per cent on six months ended June 30, 1916.

¹⁴ Includes adjustments aggregating \$128,925.89 (\$19,918.42 for six months ended June 30, 1912; \$25,899.44 for six months ended December 31, 1912; \$83,108.03 for six months ended June 30, 1913) concurrently credited to surplus.

¹⁵ Based on the estimated value of the physical property at termination of the franchise contract with the City of New York, September 1, 1915.

¹⁶ In general funds, including interest on bank balances, \$55,580.84. Special funds: On proceeds under foreclosure of Central Park, N. & E. River R. R. Co. bonds, account with Guaranty Trust Co. as trustee, bank balances, \$38,470.32; on balance of award to Forty-second street and Grand Street Ferry R. R. Co., under agreement dated February 21, 1912, bank balances, \$4,954.26; on cash received from Joint Committee on Reorganization, bank balances, \$6,789.52; demand; notes of the Brooklyn and North River R. R. Co., \$1,003.78; minor items, \$691.07. On New York City bonds, \$3,485.

New York Railways Company
INCOME STATEMENT — *Concluded*

	Amount	Increase or (D) decrease
Gross income applicable to corporate and leased properties....	\$4,870,199 71	\$537,481 37
Deductions from gross income (exclusive of interest on adjustment mortgage income bonds):		
Interest on funded debt.....	1,215,109 46	31,071 11
Other interest deductions (on real estate mortgage, ⁵⁷ \$46,250; on \$602,453.80 due Equitable Trust Co., \$19,533; on \$650,000 due Guaranty Trust Co., \$28,166.67; on special franchise taxes for year 1915, \$991.40).....	94,971 07	D 10,329 78
Rent for lease of other road and equipment.....	1,937,001 29	D 301 19
Track and terminal privileges.....	52,299 80	413 93
Hire of equipment.....	10 60	D 413 24
Miscellaneous rent deductions.....	112,638 16	4,350 70
Amortisation of debt discount and expense.....	7,764 75	3,673 63
Amortisation of cost of Bridge Operating Co. stock.....	2,031 81	D 10,158 39
Loss on operation of others.....		D 29,035 99
Other contractual deductions (income tax on bonds).....	8,666 16	8,666 16
Total of foregoing.....	\$3,430,493 10	D \$2,060 03
Balance available for interest on adjustment mortgage 5 per cent income bonds.....	\$1,439,706 61	\$539,541 40

SURPLUS AVAILABLE FOR ADJUSTMENT MORTGAGE 5 PER CENT INCOME BONDS

	Amount
Balance at beginning of year.....	\$34 16
Balance for year transferred from income.....	1,439,706 61
Transferred from reserve for injury and damage costs, for the six months ended June 30, 1912, \$19,918.42; six months ended December 31, 1912, \$25,899.44; six months ended June 30, 1913, \$83,108.03.....	128,925 89
Proportion of refund of income tax (New York and Harlem Railroad Co.) for year 1912.....	4,131 21
Net realization under forfeiture of real estate contract dated May 29, 1912...	27,311 64
Net adjustment covering settlement of suit for damages to track and loss of revenue resulting from cave-in on Lexington avenue March 27, 1912.....	577 04
Total.....	\$1,600,716 55
Interest declared on adjustment mortgage income bonds, six months ended December 31, 1915, 3.194 per cent; six months ended June 30, 1916, 1.981 per cent.....	\$1,584,946 08
Transferred to reserve for doubtful accounts.....	12,000 00
Amount paid Receiver, Second Avenue R. R. Co., for use of track during the period January 1, 1912, to June 30, 1915, under agreement dated June 4, 1915.....	3,500 00
Total deductions.....	1,600,446 08
Surplus June 30, 1916.....	\$270 47

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges: New York City Car Advertising Co. \$250,000.

Rent of land and buildings: Interborough Rapid Transit Co., \$2,334.96; Rapid Transit Subway Construction Co., \$2,263.67; miscellaneous items, \$3,463.62; total, \$8,062.25.

⁵⁷ After deducting \$1,250 charged to accounts receivable.

⁵⁸ Excess \$48.21 in amounts reported under unamortized debt discount and expense over this figure represents interest.

New York Railways Company

Rent of equipment: Interborough Rapid Transit Co., \$2,052.55; New York and Queens County Ry. Co., \$4,718.71; J. K. Larkin & Co., \$113.40; Rapid Transit Subway Construction Co., \$197.50; total, \$7,082.16.

Rent of tracks and terminals: Receiver Dry Dock, East Broadway and Battery R. R. Co., \$6,825 (14th street, between First avenue and Avenue "A," \$300; N. track on Delancey street between Clinton and Essex streets, \$6,000; S. track on Canal street, between Church street and Broadway, \$525); Brooklyn and North River R. R. Co., \$9,747.91 (Canal street, Bowery to Vestry street, \$8,944.65; others, \$803.26); Union Ry. Co., \$99.96; total, \$16,672.87.

Rent of ducts: Receiver Second Avenue R. R. Co., \$266.98; Third Avenue Ry. System, \$507.36; Interborough Rapid Transit Co., \$43.64; total, \$907.98.

Operating Expenses.—For details, see Table XIV.

Depreciation.—The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of December 10, 1912, in Case 1305, the Commission ordered that, before paying interest on its adjustment mortgage bonds or dividends on its capital stock, the company should set aside or expend for maintenance and depreciation each month a sum equal to at least 20 per cent of its gross operating revenue, which for the year ended June 30, 1916, amounts to \$2,742,906.24. After deducting maintenance charges aggregating \$1,898,272.24, there was transferred to the reserve during the year \$844,634.

Power Bought, Sold and Exchanged

NAME OF COMPANY	Total number of kw. hours delivered	Average price per kw. hour (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
<i>Power exchanged</i>					
Delivered to Third Avenue					
Ry. Co., A. C.....	1,396,927	.50	\$6,984 66	Cr. \$6,984 66	
Delivered to Third Avenue					
Ry. Co., D. C.....	1,850,030	.90	16,650 29	Cr. 16,650 29	
Received from Third Avenue					
Ry. Co., D. C.....	922,719	.90	8,304 50		8,304 50
Received from Recr. Second					
Avenue R. R. Co., D. C...	500,290	.90	4,502 60		4,502 60
Delivered to Recr. Second					
Avenue R. R. Co., D. C...	6,140,301	1.00	61,403 01	Cr. 61,403 01	
Balance.....					Cr. \$72,230 86
<i>Power bought</i>					
Interborough Rapid Transit					
Co., A. C.....	118,582,530	.538	\$637,633 15		\$637,633 15
Interborough Rapid Transit					
Co., D. C.....	6,559,584	.608	43,898 56		43,898 56
Total.....			\$681,531 71		\$681,531 71

New York Railways Company
Power Bought, Sold and Exchanged — Concluded

NAME OF COMPANY	Total number of kw. hours delivered	Average price per kw. hour (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
<i>Power sold</i>					
Lexington Building, A. C.	1,977,500	1.10	\$21,752 49	⁵⁹ \$21,752 49	.....
Cable Building, A. C.	221,825	1.10	2,440 08	⁶⁰ 2,440 08	.....
Cable Building, D. C.	160,524	1.30	2,086 82	⁶⁰ 2,086 82	.....
Interborough Rapid Transit Co., D. C.	9,150	2.00	183 00	183 00	.....
Brooklyn and North River R. R. Co., D. C.	394,186	1.10	4,336 06	4,336 06	.....
Rapid Transit Subway Con- struction Co., D. C.	1,088,882	2.00	21,777 64	21,777 64	.....
Miscellaneous, D. C.	2,257	8.10	181 99	181 99	.....
Total			\$52,758 08	\$52,758 08	.....

Joint Facilities.— Charged to operating expenses, maintenance of way and structures: Third Avenue Railway Co., \$7,505.87; Forty-second street, Manhattanville & St. Nicholas Avenue Ry. Co., \$21.17; Receiver, Second Avenue R. R. Co., \$1,875.86; total, \$9,402.70.

Credited to operating expenses, maintenance of way and structures: Third Avenue Railway Co., \$4,875.53; Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., \$9,858.45; Union Ry. Co. of N. Y. City, \$2,823.55; N. Y. City Interborough Ry. Co., \$10,621.99; Receiver Dry Dock, East Broadway and Battery R. R. Co., \$14,517.02; Belt Line Ry. Corporation, \$5,099.75; Receiver Second Avenue R. R. Co., \$2,773.67; Brooklyn and North River R. R. Co., \$6,233.62; total, \$56,303.58.

Rents Payable Charged to Operating Expenses.— Rent of offices in Park Row Building, 21 Park Row, payable to Park Row Realty Co., \$14,009.69; rent of offices in City Investing Building, 165 Broadway (paid to Interborough Rapid Transit Co.), \$26,361.55; total, \$40,371.24.

CLASS OF TAXES	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Real estate	\$357,782 30	⁶⁰ \$353,560 04	\$357,782 30	.....
City — special franchise	278,355 30	278,355 33	286,815 79	.....
City — gross earnings	196,802 44	196,257 38	196,802 44	.....
Car license	49,340 00	57,829 99	58,870 00	Unknown
Stipulated rents	41,000 00	41,000 00	41,000 00	.....
State franchise tax — capital stock	25,403 31	25,403 15	25,403 31	.....
State franchise tax — gross earnings	135,914 68	139,125 69	135,914 68	.....
Federal income	19,575 76	21,251 07	19,575 76	\$4,000 00
Total	\$1,104,173 79	\$1,112,782 65	\$1,122,164 28	\$4,000 00

Non-operating Revenues.— Rents: Cable building, \$96,935.04; Lexington building, \$138,477.45; hotel, Thirteenth avenue and 23d street, T. & F. Goodwin, \$3,500; buildings, Eighth avenue and 152d street, Trainer Construction Co., \$1,353.93; 315 West 50th street, Bernard Carlin, \$1,200; 523 West 53d street and 542 West 54th street, Metropolitan Opera Co., \$2,083.34; 824-6 Eighth avenue, Morning Telegraph Publishing Co., \$7,500; 64 Vesey street, P. Duryea & Co., \$3,500.04; building and stable, 162-74 Christopher street, S. Berman, \$8,000.04; land at 1326 Amsterdam venue, Arch Amusement Co., \$3,000; bill boards, Van Buren and New York Bill Posting Co.

⁵⁹ [More properly a credit to operating expenses.]

⁶⁰ Includes \$74,660.34 charged to non-operating income, and excludes \$4,220.82 charged to tenants.

New York Railways Company

\$7,407.35; miscellaneous, \$22,050.21; total, \$295,007.40; expenses during year, \$107,967.79 (Cable building, \$34,204.27; Lexington building, \$62,429.36; miscellaneous, \$11,334.16); taxes during year, \$74,660.34 (Cable building, \$22,634.56; Lexington building, \$26,779.34; miscellaneous, \$25,246.44); non-operating rent income, \$112,379.27.

Operations of Others — Profit or Loss.— Operation of local cars over Williamsburg bridge for the year ended June 30, 1916: Total result of operation, profit, \$77,006.76; proportion accrued to respondent, \$38,503.38.

Rents Accrued for Lease of Other Roads

NAME OF ROAD	Total rent accrued during year	CLASSIFICATION OF RENT ACCRUED			Rent paid during period
		Interest on bonds ¹	Dividends on stock	Fixed rental and corporate expenses	
Bleecker Street and Fulton Ferry R. R. Co.....	\$42,100 00	\$28,000 00	¹ \$13,500 00	² \$600 00	\$42,100 00
Broadway and Seventh Avenue R. R. Co.....	617,598 63	407,500 00	¹ 210,000 00	² 98 63	616,573 63
Christopher and Tenth Street R. R. Co.....	61,819 96	8,400 00	¹ 52,000 00	² 1,419 96	61,819 96
Central Crosstown R.R. Co.	15,000 00	15,000 00	.....	.....	14,640 00
Forty-second Street and Grand Street Ferry R. R. Co.....	134,777 00	.....	¹ 134,640 00	² 137 00	134,777 00
Eighth Avenue R. R. Co....	215,000 00	.....	.....	² 215,000 00	215,000 00
New York and Harlem R.R. Co.....	402,500 00	.....	.....	² 402,500 00	402,500 00
Ninth Avenue R. R. Co....	66,500 00	.....	.....	² 66,500 00	66,500 00
Sixth Avenue R. R. Co....	145,000 00	.....	.....	² 145,000 00	145,000 00
Twenty-third Street Ry.Co.	186,705 70	75,000 00	¹ 108,000 00	² 3,705 70	186,555 70
Thirty-fourth Street Cross- town Ry. Co.....	50,000 00	50,000 00	.....	.....	49,300 00
Total.....	\$1,937,001 29	\$583,900 00	\$518,140 00	\$834,961 29	\$1,934,766 29

Miscellaneous Rent Deductions.— Track and terminal privileges: Receiver Dry Dock, East Broadway & Battery R. R. Co., \$12,500.04; Union Railway Co., \$99.96; City of New York, Department of Bridges, tolls on Williamsburg bridge, \$20,593.20; Bridge Operating Co., \$3,916.53; Receiver Second Avenue R. R. Co., \$7,000; total rent of track, \$44,109.73.

Ducts: Third Avenue Ry. Co. system, \$2,749.36; Receiver Second Avenue R. R. Co., \$4,066; Interborough Rapid Transit Co., \$1,374.71; total rent of ducts, \$8,190.07. Total track and terminal privileges, \$52,299.80.

Hire of equipment: Interborough Rapid Transit Co., 3 transformers, \$10.60.

Miscellaneous (rent of lands, car barns, etc.): City of New York, \$2,469.02 (Department of Docks and Ferries, \$1,889.02; Department of Parks, \$500); Receiver Dry Dock, East Broadway & Battery R. R. Co., \$55,837.44; J. N. Wells Sons, Agents, \$31,444; Brower & White, \$8,366.67; Mary Connolly, \$3,999.97; Interborough Rapid Transit Co., \$8,524.84; Kingsbridge Ry. Co., \$470.83; various, \$1,505.39; total, \$112,638.16.

¹ Disbursed directly among individual security holders.

² Paid to lessor companies.

³ Paid to lessor company, \$1,500; direct to security holders, \$2,205.70.

New York Railways Company
DESCRIPTION OF ROAD AND EQUIPMENT ⁶⁴
MILES OF ROAD AND TRACK, JUNE 30, 1916

NAME OF ROAD AND TERMINI BETWEEN WHICH ROAD NAMED EXTENDS	Road ⁶⁵	Second track	Sidings and turn-outs	All running track	Increase or (D) decrease
ELECTRICALLY OPERATED SURFACE LINE, UNDERGROUND-CONTACT					
<i>Road owned by respondent under title in perpetuity New York Rys. Co.:</i>					
On Broadway, State and Whitehall sts., from 15th st. to South ferry — Greenwich, Church st. and Trinity place, from Battery place to Vesey st. — West Broadway from Vesey st. to Chambers st. and Broome st. to West 4th st. — Delancey st., from Bowery to Essex st. — Lexington ave., from 27th to 131st st. (east track, 129th to 130th excepted) — Columbus ave., from Broadway to 110th st. — Manhattan ave., from 110th st. to 116th st. — 125th st., from Amsterdam ave., to Broadway — 116th st., from Harlem river to Manhattan ave. — 109th st., from Columbus ave. to Manhattan ave. — 106th st., from Columbus ave. to Amsterdam ave..	15.089	13.703	.243	⁶⁶ 29.040	.042
*On Marginal st., 14th to 22d st. and on 22d st., Marginal st. to North river ⁶⁷.....	.532	.532	.012	1.076	.....
*On 42d st., from Lexington ave. to 72½ feet east of Park ave. ⁶⁸.....	.033	.083	.013	.179	.....
*On Lexington ave., 129th st. to 130th st. — East track only ⁶⁹.....	.....	.049	.....	.049	.....
*On Delancey st., Essex to Clinton st. (North track only) ⁷⁰.....	.....	.142	.....	.142	.....
<i>Road operated by respondent, but owned by its proprietary corporations</i>					
Fort George and Eleventh Avenue R. R. Co.:					
*On 145th st., Lenox ave. to Broadway ⁷¹ ..	.840	.840	.013	1.693	.....
<i>Road of associated companies operated under lease</i>					
Broadway and Seventh Avenue R. R. Co.:					
On Broadway, from 15th st. to Seventh ave. — West Broadway from Canal st. to Broome st. — 8th st., Greenwich ave. and Seventh ave. from MacDougal to 59th st. (Seventh ave. — 42d to 45th excepted) — 23d st. and Lexington ave., from Fifth ave. to 27th st. — 50th st., from Sixth to Seventh ave. — Barclay st., from Church st. to West Broadway — 51st st., from Sixth ave. to car barn.....	4.974	4.671	.211	9.856	.....
*On Seventh ave., from 42d st. to 45th st. ⁷² .	.152	.152	.....	.304	.....
Central Crosstown R. R. Co.:					
On 23d st., from East river to Avenue "A" — 14th st., from University place to Seventh ave. — Christopher st., from Washington st. to West st.....	.427	.342	.025	.794	.....

* Indicates joint ownership or operation.. Footnotes show details of participating interests.
⁶⁴ The respondent reports that this statement is tentatively submitted for the Commission's statistical purposes only, pending the settlement of certain track ownership and the verification of its present records.
⁶⁵ All in streets or public ways.
⁶⁶ Includes .009 miles of unused track.
⁶⁷ Extent of ownership as follows: New York Railways Co., ½; Bleecker Street & Fulton Ferry Railroad Co., ½; Mid-Crosstown Ry. Co., ½. Maintained and operated exclusively by New York Railways.
⁶⁸ Extent of ownership as follows: New York Railways Co., ½; 42d St., Manh. & St. Nich. Ave. Ry. Co., ½. Maintained and operated exclusively by the 42d Street Co.; not used by respondent.
⁶⁹ Operated jointly by New York Railways Co. and Third Avenue Railway Co. Maintained by Third Avenue Railway Co.
⁷⁰ Operated and maintained jointly by New York Railways Co. and Dry Dock, E. B'way & Battery R. R. Co.
⁷¹ Operated and maintained jointly on a car-mile basis by New York Railways Co., New York City Interborough Co. and Third Avenue Ry. Co.
⁷² Operated and maintained jointly by respondent and 42d St., Manh. & St. Nich. Avenue Ry. Co.

New York Railways Company
DESCRIPTION OF ROAD AND EQUIPMENT ⁷²— *Continued*

NAME OF ROAD AND TERMINI BETWEEN WHICH ROAD NAMED EXTENDS	Road ⁷⁴	Second track	Sidings and turn-outs	All running track	Increase or (D) decrease
ELECTRICALLY OPERATED SURFACE LINE, UNDERGROUND-CONTACT — <i>Continued</i>					
<i>Road of associated companies operated under lease — Concluded</i>					
Forty-second St. and Grand St. Ferry R. R. Co.:					
On 34th st., from Sixth ave. to Tenth ave.—					
42d st., from Tenth ave. to North river —					
Avenue "A," from 1st to 14th st.— 14th st., from Avenue "A" to Fourth ave.	2.184	2.133	.044	4.361	.....
*On 2d st., Avenue "A" to Avenue "B" ⁷⁵	.139	.....	.....	.139	.....
*On Tenth ave., 42d st. to 34th st. ⁷⁶	.398	.398	.....	.796	.....
*On 42d st., Eleventh ave. to North river ⁷⁷	.....	.....	.019	.019	.....
Twenty-third Street Ry. Co.:					
On 23d st., East river to North river.....	1.947	1.947	.038	3.932	.....
Thirty-fourth Street Crosstown Ry. Co.:					
On 34th st., from Lexington ave. to Sixth ave. and Tenth ave. to Twelfth ave. ....	.824	.631	.012	1.467	.....
<i>Road of independent companies operated under lease</i>					
Bleecker street and Fulton Ferry R. R. Co.:					
On 14th st., Fourth ave. to Marginal st.—					
West 4th st., MacDougal st., to Sixth ave.— Eleventh ave., from 22d st. to car barn.....	1.062	.915	.020	1.997	.....
*On Canal st., Centre st. to Bowery ⁷⁸	.241	.241	.....	.482	.....
*On Canal st., from Centre st. to Broadway ⁷⁹	.144	.143	.....	.287	.....
Christopher and Tenth Street R. R. Co.:					
On East 10th st., Avenue "A" and 8th st., from East river to MacDougal st.— 9th st., from Avenue "A" to Stuyvesant st.— West 10th st., from Greenwich ave. to Washington st.— Christopher st., from Greenwich ave. to ferry stand, North river	2.906	1.057	.051	4.014	.....
Eighth Avenue R. R. Co.:					
On West Broadway, from Barclay st. to Canal st.— Canal st., from West Broadway to Hudson st.— Hudson st., Eighth ave. and McComb's lane, from Canal st. to Harlem river — Church st., from Barclay st. to Vesey st.	9.186	9.052	.139	18.377	.....
New York and Harlem R. R. Co.:					
On Park row, Centre st., Broome st., Bowery, Fourth ave., Park ave., 42d st. and Madison ave., from Broadway and Ann st. to Madison ave. bridge (42d st., Park to Madison ave. excepted) — 86th st., from Madison ave. to Second ave.— Astor place, connection with Second Avenue R. R. Co.— 34th st., from Lexington ave. to Second ave. to East river	9.199	8.845	.350	18.394	.....
*On Grand st., Centre to Bowery ⁸⁰	.216	.....	.....	.216	.....
*On 42d st., Park to Madison avenue ⁸¹	.097	.093	.....	.193	.....

* See note * on preceding page.

⁷² See note 64 on preceding page.

⁷⁴ See note 65 on preceding page.

⁷⁵ Extent of ownership as follows: 42d St. & Grand St. Ferry R. R. Co., $\frac{1}{2}$; Dry Dock, E. B'way & Battery R. R. Co., $\frac{1}{2}$. Maintained exclusively by New York Railways system, but operated jointly with Dry Dock, East B'way & Battery R. R. Co.

⁷⁶ Extent of ownership as follows: 42d St. & Grand Street Ferry R. R. Co., $\frac{1}{2}$; Belt Line Ry. Corporation, $\frac{1}{2}$. Maintained exclusively by New York Railways system, but operated jointly with Belt Line Railway Corporation.

⁷⁷ Extent of ownership as follows: 42d St. & Grand St. Ferry R. R. Co., $\frac{1}{2}$; 42d St., Manh. & St. Nich. Ave. Ry. Co., $\frac{1}{2}$. Emergency crossover unused at present; maintained jointly, $\frac{1}{2}$ each.

⁷⁸ Extent of ownership as follows: Bleecker St. & Fulton Ferry R. R. Co., $\frac{1}{2}$; Dry Dock, E. B'way & Battery R. R. Co., $\frac{1}{2}$. Maintained and operated by the Brooklyn & North River R. R. Co. Unused by respondent.

⁷⁹ Operated jointly by respondent, Brooklyn & North River R. R. Co. and Dry Dock, E. B'way & Battery R. R. Co. Maintained by New York Railways Co. and Brooklyn & North River R. R. Co. jointly on a ton-mile basis which is equal at present to about 25 per cent for the former and 75 per cent for the latter company.

⁸⁰ Maintained and operated jointly by respondent and Dry Dock, East B'way & Battery.

⁸¹ Maintained and operated jointly by respondent and 42d St., Manh. & St. Nich. Avenue Ry. Co.

New York Railways Company
DESCRIPTION OF ROAD AND EQUIPMENT — Continued²¹

NAME OF ROAD AND TERMINI BETWEEN WHICH ROAD NAMED EXTENDS	Road ²²	Second track	Sidings and turn-outs	All running track	Increase or (D) decrease
ELECTRICALLY OPERATED SURFACE LINE, UNDERGROUND-CONTACT — Continued					
<i>Road of independent companies operated under lease — Concluded</i>					
Sixth Avenue R. R. Co.:					
On Sixth ave. and 3d st., from 59th st. to Sullivan st.—Lenox ave., from 116th st. to 147th st.—West Broadway, from Barclay st. to Canal st.—53d st., from Sixth ave. to Seventh ave.—Canal st., from Vestry st. to Varick st.—Church st., from Vestry st. to Barclay st.....	4.911	4.669	.129	9.709	.....
Ninth Avenue R. R. Co.:					
On Fulton st., Greenwich st., Washington st., Gansevoort st., Ninth ave., Columbus ave., Broadway and Amsterdam ave., from Church st. to 126th st. (On Washington st. and Greenwich st., from Desbrosses to Vestry st. and from Fulton to Beach st. and on Broadway, from 65th to 72d st. excepted) — Canal st., from Greenwich to Washington st.—53d st., from Seventh ave. to Ninth ave.....	8.525	5.744	.087	²³ 14.356	.....
*On Greenwich st., from Fulton to Beach and on Washington st., from Fulton to North Moore st. ²⁴	1.132	.....	.....	1.132	.....
*On Washington and Greenwich sts., from Desbrosses st. to Vestry st. ²⁵.....	.092	.....	.....	.092	.....
*On Broadway, from 65th st. to 72d st. ²⁶.....	.364	.363	.....	.727	.....
Sixth Avenue R.R. Co. and Eighth Ave. R.R. Co.:					
*On Canal st., from Broadway to Vestry st. ²⁷.....	.310	.310	.014	.634	.....
<i>Road occupied under trackage rights from independent corporations</i>					
City of New York:					
On 85th st. and Transverse road, from Eighth ave. to Madison ave.....	.652	.653	.....	1.305	.....
*On Williamsburg bridge, from Clinton st. to Brooklyn Plaza ²⁸	1.618	1.519	.....	3.137	.....
Dry Dock, East Broadway & Battery R. R. Co.:					
On Washington st., from Fulton to Cortlandt st.—Cortlandt st., from Greenwich to West st., and on Greenwich st., from Cortlandt to Fulton st.....	.275	.042	.....	.317	.....
*On Essex st., from Houston to Delancey st.—Avenue "A," from Houston to 1st st., and on Avenue "B," from Houston to 2d st.—Clinton st., from Houston and 1st st. to Delancey st. ²⁹.....	.601	.....	.....	.601	.....
Belt Line Railway Corporation:					
On Greenwich st., from north of Fulton st. to Vesey st. and West Broadway — Greenwich st., from west tracks on Fulton st. to Dey st., Greenwich st. and West Broadway, from Vesey st. to Greenwich st.—Dey st., from Greenwich st. to Washington st.....	.122	.023	.....	.145	.....

* See note * on first page of this table.

²¹ See note 64 on first page of this table.

²² See note 65 on first page of this table.

²³ Includes .050 mile unused by respondent.

²⁴ Extent of ownership as follows: Ninth Avenue R. R. Co., $\frac{1}{2}$; Dry Dock, East B'way & Battery R. R. Co., $\frac{1}{4}$. Maintained and operated exclusively by New York Railways.

²⁵ Operated jointly and maintained jointly by respondent, Dry Dock, East B'way & Battery R. R. Co. and Brooklyn & North River R. R. Co.

²⁶ Operated and maintained jointly by respondent and 42d St., Manh. & St. Nich. Avenue Ry. Co.

²⁷ Operated jointly by respondent, Brooklyn & North River R. R. Co. and Dry Dock, East B'way & Battery R. R. Co. Maintained by respondent and Brooklyn & North River R. R. Co. jointly on a ton-mile basis which is equal at present to about 25 per cent for the former and 75 per cent for the latter company.

²⁸ Used jointly by respondent and Dry Dock, East B'way & Battery R. R. Co.

²⁹ Operated jointly by respondent and Dry Dock, East B'way & Battery R. R. Co. Maintained exclusively by New York Railways system.

New York Railways Company
DESCRIPTION OF ROAD AND EQUIPMENT ⁶⁰— Continued

NAME OF ROAD AND TERMINI BETWEEN WHICH ROAD NAMED EXTENDS	Road ⁶¹	Second track	Sidings and turn-outs	All running track	Increase or (D) decrease
ELECTRICALLY OPERATED SURFACE LINE, UNDERGROUND-CONTACT — Continued					
<i>Road occupied under trackage rights from independent corporations — Concluded</i>					
Belt Line Railway Corporation — <i>Concluded</i> :					
On Avenue "A," from 17th st. to 23d st. . . . .	.286	.286	.....	.572	.....
*On 14th st., from Avenue "A" to Avenue "B" ⁶² . . . . .	.140	.139	.....	.279	.....
Second Avenue R. R. Co.:					
*On 86th st. and Avenue "A," from Second ave. to 92d st.—Astor place, from Broadway to Fourth ave.—Second ave., from 23d st. to 34th st.—Stuyvesant st., from 9th st. to Third ave.—Astor place, 8th st. to Third ave. ⁶³	1.312	1.231	.....	2.543	.....
*On Houston st., from Chrystie st. to Forsyth st. ⁶⁴ . . . . .	.047	.....	.....	.047	.....
Union Railway Company of New York:					
On 135th st., from Lenox ave. to Madison ave. . . . .	.290	.289	.....	.579	.....
Total — underground-contact	71.317	61.245	1.420	133.982	.042
HORSE AND STORAGE BATTERY LINES					
<i>Road owned by respondent under title in perpetuity</i>					
New York Railways Co.:					
On Charlton st., Prince st., Bowery, Stanton st., Pitt st. and Avenue "C," from Greenwich st. to 18th st.—Duane st., from West st. to Park row — Houston st., from Washington st. to Second ave. and Forsyth st. to First ave.—First ave. and 3d st., from Houston st. to Avenue "C"—11th st., from Avenue "C" to Avenue "D"—Delancey st., East st., and Cherry st., from Clinton st. to Jackson st.—Chambers st., New Chambers st., James slip and South st., from Church st. to Roosevelt ferry — Madison st., from New Chambers st. to Grand st.—Jackson st., from Madison st. to Monroe st.—Spring st., from West Broadway to Bowery — Watts st., Sullivan st., and Broome st., from West st. to West Broadway — 17th and 18th sts., from Avenue "A" to Avenue "C"—Ferry stands at Chambers st. and Desbrosses st.—Chambers st., from West Broadway to West st.	9.543	4.114	.200 ⁶⁵	13.857	.....
<i>Road of associated companies operated under lease</i>					
Broadway and Seventh Avenue R. R. Co.:					
On University place from 14th to 15th st.—Sullivan st., from Watts st. to Broome st.—Church st., from Lispenard st. to Canal st. . . . .	.109	.040	.....	⁶⁶ .149	.....
42d Street and Grand Street Ferry R. R. Co.:					
On 1st st., from Avenue "A" to Norfolk st.—2d st., from Avenue "D" to Avenue "B"—Cannon st., from Houston st. to Broome st. . . . .	.666	.....	.....	⁶⁷ .666	.....
*On Houston st., from Goerck st. to Lewis st.—Goerck st., from Grand st. to Houston st., and on 2d st., from Lewis st. to Avenue "D" ⁶⁸ . . . . .	.538	.....	.....	⁶⁷ .538	.....

* See note * on first page of this table.

⁶⁰ See note 64 on first page of this table.

⁶¹ See note 65 on first page of this table.

⁶² Operated by respondent and Belt Line Ry. Corporation. Maintained exclusively by New York Railways system.

⁶³ Operated and maintained jointly by respondent and Second Avenue R. R. Co.

⁶⁴ Operated jointly by respondent and Second Avenue R. R. Co. Maintained by Second Avenue R. R. Co.

⁶⁵ Includes .077 miles of unused track.

⁶⁶ Includes .120 miles of unused track.

⁶⁷ Not used by respondent.

⁶⁸ Maintained and operated by Belt Line Ry. Corporation.

New York Railways Company
DESCRIPTION OF ROAD AND EQUIPMENT⁹⁹ — *Concluded*

NAME OF ROAD AND TERMINI BETWEEN WHICH ROAD NAMED EXTENDS	Road ¹⁰⁰	Second track	Sidings and turn-outs	All running track	Increase or (D) decrease
HORSE AND STORAGE BATTERY LINES — <i>Concl'd</i>					
<i>Road of associated companies operated under lease — Concluded</i>					
Twenty-third Street Railway Co.: On 28th and 29th sts., from First ave. to Second ave.....	.284			¹⁰¹ .284	
Thirty-fourth Street Crosstown Ry. Co.: On 34th st., from 147 feet west of Tenth ave. to Twelfth ave.....		.194		¹⁰¹ .194	
<i>Road of independent companies operated under lease</i>					
Bleecker Street and Fulton Ferry R. R. Co.: On Eleventh ave., from 22d st. to 24th st.— Bleecker st. and Hudson st., from Broadway to 14th st.— MacDougal st., from Bleecker st. to 4th st.— West 4th st. and West 12th st., from Sixth ave. to Hudson st.....	1.064	.564	.023	2.551	
Christopher and Tenth Street R. R. Co.: On West 10th st. and West st., from Washington st. to Christopher st.....	.134			¹⁰¹ .134	
Eighth Avenue R. R. Co.: On Church st., from Barclay st. to Chambers st.— Chambers st., from Church st. to West Broadway.....	.129			¹⁰² .129	
New York and Harlem R. R. Co.: On 33d st., from Fourth ave. to Lexington ave.....	.097			¹⁰¹ .097	
Sixth Avenue R. R. Co.: On Sixth ave., Carmine and Varick sts., from 3d st. to Canal st.— Church st. and Chambers st., from Barclay st. to West Broadway — Lenox ave., from 110th st. to 116th st.....	1.110	.981	.021	¹⁰³ 2.112	
<i>Road occupied under trackage rights from independent corporations</i>					
Belt Line Railway Corporation: *On Jackson st., from Monroe st. to Cherry st. ¹⁰⁴.....	.047			.047	
*On West st., from Desbrosses st. to Watts st. and Duane st. to Chambers st. and Chambers st. to ferry stand ¹⁰⁵.....	.094	.053		.147	
Mid-Crosstown R. R. Co.: On Avenue "A," 24th st. to 23d st. ¹⁰⁶.....	.047	.047		.094	
Total, horse and storage battery lines...	14.762	5.993	.244	¹⁰⁷ 20.999	
Total.....	86.079	67.238	1.664	¹⁰⁸ 154.931	.042
Whereof operated.....	85.217	66.914	1.651	153.782	.042
Whereof not operated.....	.862	.324	.013	1.199	
Whereof owned ¹⁰⁹	24.807	18.188	.452	43.447	.042
Whereof maintained.....	80.731	63.011	1.623	145.365	.042
Whereof trackage rights and joint track maintained by others.....	5.348	4.227	.041	9.616	

Track in car houses, shops and yards: electric, N. Y. Railways, 9.215 miles; Broadway & Seventh Avenue, 3.379; 42d St. & Grand St. Ferry, .527; 23d street, 585; Eighth Avenue, .503; storage-battery and horse, N. Y. Railways, 2.916; 23d street, .107; Eighth Avenue, .253, the last two not being used.

- * See note * on first page of this table.
⁹⁹ See note on 64 first page of this table.
¹⁰⁰ See note 65 on first page of this table.
¹⁰¹ Not used by respondent.
¹⁰² Includes .087 miles of unused track.
¹⁰³ Includes .657 miles of unused track.
¹⁰⁴ Maintained and operated jointly by respondent and Belt Line Ry. Corporation.
¹⁰⁵ Operated jointly by respondent and Belt Line Ry. Corporation. Maintained by Belt Line Ry. Corporation.
¹⁰⁶ Maintained by respondent.
¹⁰⁷ Includes 2.854 miles of unused track.
¹⁰⁸ Includes 3.593 miles of track unused by respondent, of which 2.854 miles are storage battery and horse car lines, and the remainder electric.
¹⁰⁹ Figures on this line were computed by the Bureau of Statistics of this Commission.

New York Railways Company
Details of Track, Roadway, and Electric Line Construction

Items	Added during year	Removed during year	At close of year ¹⁰⁰
Ballast (miles of track):			
On crushed stone.....	2.02	2.02	20.441
On concrete construction.....	2.610	2.568	122.547
Yokes, number of cast iron.....	386	341	129,474
Ties:			
Number of wood ties, untreated.....	.....	.....	37,768
Miles of track laid on ties.....	.....	.....	20.441
Rail (miles of track):¹¹⁰			
47-lb. center-bearing stringer.....	.....	.....	.125
85-lb. side-bearing girder.....	.....	.....	.214
91-lb. 7-inch groove.....	.....	.....	.617
107-lb. 7-inch tram.....	.009	.341	1.142
107-lb. 9-inch tram.....	.413	.344	62.460
110-lb. 7-inch tram.....	1.403	1.704	24.175
115-lb. 9-inch tram.....	.045	.035	13.053
123-lb. 9-inch tram.....	.504	.001	41.202
Rail joints (miles of track):			
Bolted plates.....	2.467	3.010	135.012
Cast (Thermit).....	.....	.....	7.084
Electric weld.....	.585	.....	.767
Stringer rail — no joints.....	.....	.....	125
Paving (miles of track):			
Wood block.....	2.999	3.122	19.837
Granite block.....	.....	15.932	63.800
Asphalt.....	17.873	17.708	32.843
Asphalt block.....	1.321	1.321	2.121
Improved granite block.....	14.231	.....	22.656
Oak key and granite block.....	1.731	.....	1.731
Underground conduit (duct miles):¹¹¹			
Whereof terra cotta and fire clay.....	.....	.....	203.06
Whereof (C. L. pipe).....	.....	.....	144.35
Transmission cables, underground:			
[Voltage, 6,600]:			
3 Cond. 4/0.....	6.286	58.709	77.494
3 Cond. 2/0.....	.....	8.321	2.099
3 Cond. 3/0.....	.....	.....	5.961
Distribution cables, underground:			
[Voltage, 600]			
2,000,000 C. M.....	.....	.....	.002
1,500,000 C. M.....	.342	.....	2.314
1,000,000 C. M.....	.021	20.431	365.318
500,000 C. M.....	.508	.661	22.422
1,250,000 C. M.....	.....	.....	2.914

Track Structures.— One tunnel, 2,370 feet.

Cars.— Total number of revenue cars, 2,136; installed during year, none; retired during year, 54.

Service cars, 176; there were none installed or retired. (For details, see Table II.)

Power Plant Equipment.— See Table III.

Miscellaneous.— Number of power houses, 1; sub-stations, 6; repair shops, 5; service car houses, 14; transfer points to respondent's own cars, 283; to cars of foreign companies, 30; horses, revenue, 304; retired during the year, 149.

¹⁰⁰ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.

¹¹⁰ Rails laid during year, 486.07 gross tons; total cost, \$19,024.49; charged to additions and betterments, \$21.35; charged to operating expenses, \$14,576.10; salvage on old rails taken up, \$4,427.04.

¹¹¹ Record incomplete.

New York Railways Company
OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Revenue passengers, 274,781,191 (5-cent, 257,028,563; 3-cent, 17,380,607; 1½-cent, 371,931); whereof electric, 265,276,709; horse and storage battery (all 5-cent fares), 9,504,482. *Car Miles.*— Revenue, 34,360,986 (passenger: active, 33,984,073; idle, 376,913); non-revenue, 112,663. *Car-seat Miles.*— Active, 1,440,681,824. *Car Hours.*— Passenger, active and idle, 4,925,285. (For details of traffic statistics, see Tables V–VIII.)

Power Plant Operation.— Kilowatt hours generated, gross output, 9,659,024; used at generating stations, 241,111; output from generating stations, 9,417,913. Coal consumed, 14,465 short tons bituminous. Generating station was shut down on August 14th at 12.20 P. M., and all current was purchased thereafter. Alternating current purchased (kw. hours), 116,909,112.

Accidents.— Persons killed, 31; serious injuries, 261; minor injuries, 8,367; amount paid by respondent during year for injuries and damages sustained within the year, \$397,380.46; for prior years, \$365,200.51. (For details of accidents, see Tables X–XI.)

Employees and Wages.— See Table XII.

Officers.— President, Theo. P. Shonts; Vice-President and General Manager, Frank Hedley; Vice-President in charge of contracts, supplies, etc., D. W. Ross; Secretary and Assistant Treasurer, H. M. Fisher; Treasurer and Assistant Secretary, J. H. Campbell; Assistant Secretary, A. C. Wigren; Assistant to President, W. Leon Pepperman; Auditor, E. F. J. Gaynor; General Counsel, R. B. Rogers; General Attorney, J. L. Quackenbush; Chief Engineer, George H. Pegram; General Superintendent of Transportation, George Keegan; Director of Welfare, H. H. Vreeland; Superintendent of Motive Power, H. G. Stott; Superintendent of Car Equipment, J. S. Doyle.

Directors.— August Belmont, Edward J. Berwind, John Candler Cobb, Thomas De Witt Cuyler, Charles P. Howland, George B. Leighton, W. Leon Pepperman, William H. Rennick, Theodore P. Shonts, Richard H. Swartwout, Cornelius Vanderbilt.

Main Business Office.— 165 Broadway, New York City.

Report verified by Frank Hedley, Vice-President and General Manager, October 24, 1916.

THE NEW YORK TRANSFER COMPANY

History.— Organized as a joint stock association on November 1, 1870. The company's business is transferring baggage from residences and hotels to railroad and steamboat terminals and vice versa. Part but not all of its business is transacted under agreements with other corporations.

Stockholders and Members.— Total number, June 30, 1916, 149, of whom 46 resided in New York State. Two directors, S. W. F. Draper and W. F. Allen, held proxies in their names jointly for a majority of the stock for voting at shareholders' annual meeting; the proxies were not used.

Important Changes during the Year.— George W. Stetson succeeded W. F. Allen as Vice-President.

BALANCE SHEET¹

June 30, 1915		June 30, 1916		Increase or (D) decrease	
		ASSETS SIDE			
2207,274 43	Land and buildings.....	\$206,599 43	D	\$675 00	
107,563 12	Equipment.....	115,795 62		8,232 50	
<hr/>		<hr/>		<hr/>	
\$314,837 55	Total property and equipment.....	\$322,395 05		\$7,557 50	
215,854 01	Miscellaneous investments (securities) ²	200,941 51	D	14,912 50	
20,513 79	Cash.....	17,367 62	D	3,146 17	
12,164 19	Traffic balances receivable.....	16,182 20		4,018 01	
2,483 98	Net balances receivable from agents.....	2,384 79	D	99 19	
4,193 47	Miscellaneous accounts receivable.....	5,027 58		834 11	
425 00	Working fund advances.....	500 00		75 00	
6,714 54	Materials and supplies.....	6,875 44		160 90	

¹ Balance sheet and company's books do not agree for the reason that the company carries on its books an item of \$135,000 for franchise, which they state has no value, but has not as yet been written off.

² \$10,000 Baltimore and Ohio 4½ bonds cost \$9,937.50; were sold for \$9,212.50; loss, \$725. \$5,000 Cumberland Telephone Co. 5 per cent bonds cost \$4,975; were sold for \$4,956.25; loss, \$18.75.

The New York Transfer Company
BALANCE SHEET — *Concluded*

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$6,874 19	Insurance premiums paid in advance.....	\$6,120 66	D \$753 53
158 25	Taxes paid in advance.....	2,197 94	2,039 69
12,395 26	Other unadjusted debits.....	\$ 12,058 26	D 337 00
<u>\$596,614 23</u>	<u>Total.....</u>	<u>\$592,051 05</u>	<u>D \$4,563 18</u>
LIABILITIES SIDE			
\$480,000 00	Common stock (issued \$600,000) paid in.....	\$480,000 00	.....
16,777 12	Traffic balances payable.....	19,509 58	\$2,732 46
14,209 76	Audited accounts and wages unpaid.....	9,286 27	D 4,923 49
908 63	Estimated tax liability.....	925 95	17 32
25,036 11	Unadjusted credits.....	\$24,910 52	D 125 59
59,682 61	Corporate surplus.....	57,418 73	D 2,263 88
<u>\$596,614 23</u>	<u>Total.....</u>	<u>\$592,051 05</u>	<u>D \$4,563 18</u>

	Equipment NUMBER OF UNITS				INVENTORY VALUE	
	At first of year	Added	Retired	At end of year	At first of year	At close of year
Cabs and carriages.....	16	.....	.....	16	\$4,000 00	\$4,000 00
Omnibuses.....	2	.....	.....	2		
Automobiles.....	11	3	.....	14	24,250 00	32,770 00
Double wagons.....	38	.....	.....	38	36,227 00	35,967 00
Single wagons.....	161	.....	2	159		
Horses, etc.....	193	20	25	188	29,285 00	29,257 50
Harness.....	195	.....	12	183	\$10,000 00	\$10,000 00
Collars.....	243	36	36	243		
Halters.....	228	15	.....	243		
Blankets and robes.....	281	52	12	221		
Trucks.....	16	.....	.....	16	3,801 12	3,801 12
Carts.....	11	.....	.....	11	.....	.....
<u>Total.....</u>	<u>.....</u>	<u>.....</u>	<u>.....</u>	<u>.....</u>	<u>\$107,533 12</u>	<u>\$115,795 62</u>

Class	Vehicles			Service ¹
	Number	Weight of each (pounds)	Motive power	
Surrey.....	1	1,000	2 horses.....	Out of service.
Hansom.....	3	1,000	1 horse.....	Out of service.
Buggy.....	1	400	1 horse.....	Company service.
Coach.....	11	1,875	2 horses.....	Out of service.
Omnibus.....	2	1,600	2 horses.....	Out of service.
Business wagon.....	1	800	1 horse.....	Baggage.
Automobile.....	10	9,300	3½ ton electric..	Baggage.
Automobile.....	3	6,625	2 ton electric...	Baggage.
Automobile.....	1	3,000	Runabout.....	Company service.
Wagon.....	159	1,340	1 horse.....	Baggage.
Wagon.....	38	2,800	2 horses.....	Baggage.
Truck — single.....	7	1,500	1 horse.....	Freight, 6 out of service.
Truck — double.....	9	3,450	2 horses.....	Freight, 7 out of service.
Cart.....	11	600	1 horse.....	Out of service.

¹ Tools and fixtures, \$2,500; fixtures for offices, \$362.48; repairs to stables, \$5,702.60; suit and cap, \$126; accrued interest, \$2,711.72; licenses, \$70.78; stationery and printing, \$567.96; water taxes, \$16.72; total, \$12,058.26.

² Legal expenses, \$372.25; federal income tax, \$45; public telephone, \$22.01; whitewashing stables, \$100; loss and damage reserve, \$24,371.26; total, \$24,910.52.

³ "This \$10,000 is the result of amounts previously charged off to bring the actual value of these articles to as low a point as possible to represent what we have on hand. Most of our harness is made in our own repair shop, that and whatever additional we buy is charged direct to shop expenses, not going into capital account at all, and credits to capital are not made for retirements."

⁴ Three hansoms, 7 coaches and 11 carts reported as out of service have been withdrawn permanently, charged off, and are not included in capital account. The remaining equipment reported as out of service is out temporarily and may be restored at any time. It is included in capital account.

The New York Transfer Company

Description of Vehicles Installed within the Year.— Three two-ton electric trucks, each weighing 6,625 lbs., and costing \$8,520, were purchased and charged to Equipment account. They are used for transfer of baggage.

Description of Vehicles Withdrawn within the Year.— Two single wagons, each weighing 1,340 lbs., and originally costing \$500, were sold for \$260, which was credited to Equipment account.

Capital Stock.— Common, authorized, 7,500 shares of \$100 par value each, amount issued and outstanding, \$600,000, on which 80 per cent of par has been paid in, amounting to \$480,000. Dividends declared and paid (January 2, 1916) during year, at the rate of \$6 per share, \$36,000.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Baggage.....	\$301,187 79	\$5,805 07
Transfer coupons.....	66,074 69	D 643 84
Ticket service.....	6,268 93	207 91
Miscellaneous freight.....	1,579 10	D 821 12
Freight at piers.....	11,322 78	1,768 84
Miscellaneous earnings.....	3,299 13	D 159 12
Total operating revenues.....	\$389,732 42	\$6,157 74
Operating expenses:		
Maintenance of structures.....	\$2,005 88	\$253 00
Maintenance of equipment — horse power.....	45,116 94	D 2,843 88
Maintenance of equipment — mechanical power.....	10,816 69	3,176 13
Operation of vehicles.....	118,063 20	D 2,316 02
Injuries to persons and property.....	8,031 25	D 2,012 36
Traffic expenses.....	140,457 38	D 5,371 23
General and miscellaneous expenses.....	35,822 75	D 857 45
Total operating expenses.....	\$360,314 07	D \$9,971 81
Taxes accrued.....	5,253 56	191 00
Total revenue deductions.....	\$365,567 63	\$9,780 81
Operating income.....	\$24,164 79	\$15,938 55
Non-operating income (interest, \$8,715.08; dividends, \$1,600)..<	10,315 08	D 943 95
Gross (and net) corporate income.....	\$34,479 87	\$14,994 60
Surplus, July 1, 1915.....	59,682 61	D 16,514 73
Total.....	\$94,162 48	D \$1,520 13
Dividends declared during the year.....	36,000 00	.....
Loss on securities sold.....	743 75	D 743 75
Surplus, June 30, 1916.....	\$57,418 73	D \$2,263 88

Taxes

Class of Taxes	Levied during the year	Paid during the year	Assignable to year 1916
Capital, state.....	\$536 40	\$536 40	\$563 20
Gross earnings, state.....	430 96	430 96	428 16
Federal income.....	213 38	213 38	254 98
Real estate, city.....	4,147 94	4,147 94	4,007 22
Total.....	\$5,328 68	\$5,328 68	\$5,253 56

⁷ Portion earned by New York City division, \$86,192.41.

⁸ See note 2 to this abstract.

The New York Transfer Company

Miscellaneous.— Baggage service, trunks and valises only, number of pieces handled per month, no record. Freight service, packages handled only, number and weight, no record. No passengers carried. No record of mileage covered or number of trips.

Accidents.— Accidents occurred during year, automobile, 29; horse-drawn wagons, 73; other, 62; total, 164. Number involving personal injury, automobile, 3; horse-drawn wagons, 13; other, 62; total, 78.

Employees and Wages, Number and Aggregate Compensation

Occupation or grade	NUMBER ON LAST PAYROLL OF —				Aggregate compensation during year	Name of account charged therewith
	Sept.	Dec.	Mar.	June		
Officers.....	2	2	2	2	\$10,500 00	General expense.
Agents.....	40	34	36	37	36,721 95	Transfer account.
Clerks.....	25	25	20	31	23,053 04	Transfer and general expense.
Chauffeurs.....	11	10	11	16	10,805 80	Transfer account.
Wagon drivers.....	79	74	70	76	49,331 91	Transfer account.
Carriage drivers.....	1	1	1	1	719 00	Transfer account.
Drivers' helpers.....	62	61	61	56	26,736 46	Transfer account.
Solicitors.....	41	40	40	38	31,646 52	Transfer account.
Station labor.....	20	21	18	27	15,483 63	Transfer account.
Stable employees.....	27	29	27	29	20,584 41	Stable account.
Shop employees.....	13	13	13	13	9,906 66	Shop account.
Total.....	321	310	299	326	\$235,489 38	

Classified Weekly Earnings According to the Last Payroll of the Year

OCCUPATION OR TRADE	NUMBER OF FULL-TIME EMPLOYEES EARNING —									Total week's earnings of full-time employees	Number of part-time employees	Total week's earnings of part-time employees
	Less than \$7	\$7 but under \$10	\$10 but under \$12	\$12 but under \$13.50	\$13.50 but under \$15	\$15 but under \$17.50	\$17.50 but under \$20	\$20 but under \$25	\$25 and above			
Officers.....									2	\$201 96		
Agents.....				1	1	14	6	12	3	714 36		
Clerks.....	1	1	2	3	2	11	3	4	3	513 24	1	\$3 33
Solicitors.....		1		4	12	21				575 44		
Chauffeurs.....						3	10			294 77	3	14 93
Wagon drivers.....				1	39	8				757 22	28	266 16
Carriage drivers.....					1					14 00		
Drivers' helpers.....		25	17							434 35	14	116 18
Station labor.....				3	6	6	1	2		276 84	9	25 25
Stable employees.....				16		6	1	4		886 46	2	4 28
Shop employees.....			3			8	1			182 26	1	14 30
Total.....	1	27	22	28	61	77	22	22	8	\$4,350 90	58	\$444 43

Officers.— President, S. W. F. Draper; Vice-President, George W. Stetson; Secretary and Treasurer, F. K. Waller.

Directors.— S. W. F. Draper, W. F. Allen, W. G. Bealer, John S. Durand, George W. Boyd, William Thompson, George W. Stetson, George L. Connor, W. H. Woolverton.

Main Business Office.— 1354 Broadway, New York City.

Report verified by F. K. Waller, Treasurer, September 19, 1916.

THE NINTH AVENUE RAILROAD COMPANY

LESSOR

*History.*¹ — Incorporated July 29, 1859, under the General Railroad Law of 1850. Operation was begun July 31, 1859. On March 12, 1892, the company's property and franchise were leased to the Houston, West Street and Pavonia Ferry Railroad Company for 99 years.

[The latter company was later consolidated with other lines to form the Metropolitan Street Railway Company, which, on January 1, 1912, was reorganized as the New York Railways Company.]

[*Terms of Lease.*— The provisions of the lease on file with the Commission are as follows: Lessee agrees (1) to maintain, operate and keep the property in good order and repair, at its own expense; (2) to replace all property which has passed from existence by death, destruction, or has become worn out or unfit for use, with other as good or better than the property replaced; (3) that all additions, betterments and replacements of road and equipment installed by lessee in connection with the operation of the railroad, shall at the end or earlier termination of the lease revert to the lessor without cost or expense to the latter; (4) to pay an annual rental of 6 per cent on the \$800,000 capital stock of lessor (\$48,000) for the first 5 years of the lease, and 8 per cent (\$64,000) thereafter; (5) to pay all taxes, assessments and license fees; (6) to assume all contracts and other obligations of lessor outstanding at date when this lease takes effect; (7) to pay a sum not exceeding \$2,500 for the maintenance of the corporate organization of lessor; (8) that in case of default in rental payments or of breach of any of the provisions of the lease for 90 days, the lessor may re-enter and take possession of the property without impairing its right for damages from lessee; (9) at expiration or earlier termination of the lease, to return all the property and additions and improvements thereto, to lessor, in as good order and condition as reasonable use and wear, proper repairs and replacements thereof from time to time, will permit.

In the event of any change of motive power from horse to some other power (except locomotive steam power), lessee may sell or dispose of any property, such as horses, cars, harness, etc., which shall thereby become useless or unnecessary in connection with the operation of lessor's railroad, provided that all machinery, new cars and equipments installed for the operation under the new power shall be of greater value than the property disposed of.]

Stockholders and Members.— At the latest closing of the stock books, April 4, 1916, the total voting power was 8,000, each holder of \$100 par value of stock having one vote; the number of stockholders was 103, of whom 88 resided in the State of New York, and held 6,713 shares. At the last general meeting, January 25, 1916, there were cast 5,341 votes. J. G. Affleck cast 64 on behalf of himself and 5,277 on behalf of other members. The principal stockholders on June 30, 1909, were reported as the following: Estate of George Law, New York City, \$165,800; Sara A Williams, Cambridge, N. Y., \$58,700; Anna F. Wright, Cambridge, N. Y., \$57,700; United States Trust Co. of New York, \$45,700; Mary L. Hays, New York City, \$37,300; Thomas Hitchcock, New York City, \$30,000; Joseph I. O'Donohue and others, Trustees, New York City, \$27,200; G. H., M. C. and L. Warren, Trustees, New York City, \$26,500; Samuel Sloan, New York City, \$20,000; William B. Isham, New York City, \$20,000.

Important Changes during the Year.— No new rights or franchises were acquired, and no new contracts or agreements were entered into with other companies.

BALANCE SHEET			
June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$21,337 51	Cash.....	\$21,605 95	\$268 44
3,543 52	Materials and supplies ²	3,543 52	.....
9,159 44	Free investments.....	9,150 00	D 9 44
	"Fixed Capital Dec. 31, 1908":		
9,929 48	Real estate used in operation of road.....	9,929 48	.....
180,190 95	Track and roadway construction.....	180,190 95	.....
72,040 57	Cars.....	72,040 57	.....
89,200 00	Horses and miscellaneous equipment.....	89,200 00	.....
351,361 00	Total fixed capital.....	351,361 00	.....
414,598 53	Corporate deficit.....	414,339 53	D 259 00
<u>\$800,000 00</u>	Total.....	<u>\$800,000 00</u>	.....
LIABILITIES SIDE			
<u>\$800,000 00</u>	Capital stock.....	<u>\$800,000 00</u>	.....
<u>\$800,000 00</u>	Total.....	<u>\$800,000 00</u>	.....

Contingent Liabilities.— None.

¹ [See Documentary History in Annual Report of the Commission, 1913, Vol. V.]

² Hay, straw, feed, etc., on hand at transfer to lessee.

The Ninth Avenue Railroad Company
Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1915, filed by respondent:	Gross value	Same, less depreciation
Real property outside streets and public places.....	\$81,549 00	\$81,549 00
Real property in streets — tangible.....	2,779,074 00	1,500,359 00
Assessed valuation for 1916 taxes:		Manhattan Borough
Real property outside streets and public places.....		\$39,000 00
Real property (tangible and intangible) in streets.....		1,879,530 00

Miscellaneous Investments.— Free: Atchison, Topeka, & Santa Fe Railway Co., general mortgage bonds, 4 per cent, maturing October 1, 1995; par value, \$5,000; cost and amount at which carried on books, \$4,668.75; acquired January 13, 1915; interest accrued, \$200. West Shore Railroad Co., first mtge. bonds, 4 per cent, maturing January 1, 2,361, par value, \$5,000; cost \$4,490.69; amount at which carried on books, \$4,481.25; acquired January 13, 1915; interest accrued, \$190.56.

Capital Stock.— Common, authorized, 8,000 shares of \$100 par value each; amount issued, 8,000 shares of a par value of \$800,000, cash realized, \$800,000; amount outstanding June 30, 1916, \$800,000; none held by or on behalf of the respondent; dividends declared, \$64,000 (paid). Market price (highest and lowest), 160.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Non-operating revenue:		
Rents accrued from lease of road and equipment.....	\$66,500 00	.....
Interest (on investments, \$390.56; on bank balances, \$203.09).....	593 65	\$159 50
Total.....	\$67,093 65	\$159 50
Non-operating revenue reductions:		
Salaries and expenses of general officers.....	\$2,200 00	
General office supplies and expenses.....	634 65	
	2,834 65	D 301 14
Net corporate income.....	\$64,259 00	\$460 64
Deficit, June 30, 1915.....	414,598 53	
Total.....	\$350,339 53	
Dividends: 8 per cent on \$800,000 stock.....	64,000 00	
Deficit, June 30, 1916.....	\$414,339 53	

Rent Accrued from Lease of Road and Equipment.— Dividend on capital stock, \$64,000; allowance for corporate expenses, \$2,500; total, \$66,500. (See schedule entitled, "Terms of Lease.")

Description of Road and Equipment.— Roadway and track, Amsterdam avenue and Manhattan street to Gansevoort street; Greenwich and Washington to Fulton street; Fulton street, Washington street to Broadway; Canal street, Washington to Greenwich streets; 53d street, Seventh avenue to Ninth avenue. First track, 8.32; second track, 8.26; sidings, 0.37; total, 16.95. This mileage represents that originally owned and leased to Houston, West Street and Pavonia Ferry Railroad Company and its successors. Non-motor closed passenger cars, 63; non-motor open passenger cars, 35; horses, 604, and sundry supplies and materials. The original lease also included lots number 1326 and 1328 Amsterdam avenue.

Officers.— President, Joseph Tate; Vice-President, Wm. Henry Hays; Secretary and Treasurer, J. G. Affleck; Assistant Secretary and Assistant Treasurer, William Affleck.

Directors.— Joseph Tate, James G. Affleck, Joseph J. O'Donohue, Jr., F. Bianchi Tompkins, Armistead Peter, Jr., William Henry Hays, William Affleck, Michael Kirtland, J. Gelston Affleck, Jr.

Main Business Offices.— 1 Madison avenue, New York City.

Report verified by William Affleck, Assistant Treasurer, September 26, 1916.

OCEAN ELECTRIC RAILWAY COMPANY

History.— Incorporated May 1, 1897 pursuant to chapter 565, Laws of 1890, and acts amendatory thereto. [On September 21, 1898, it acquired the entire property of the Rockaway Village Railroad Company, which company was incorporated March 6, 1886.]¹

The Long Island Railroad Company acquired stock control of this company in 1898.
Stockholders and Members.— Total voting power of all members of the company, 350, each holder of \$100 par value having one vote; total number of stockholders, one, resident of New York State. At the last annual meeting, May 1, 1916, all 350 votes were cast by Arthur J. Horgan on behalf of the Long Island Railroad.

Important Changes during the Year.— Road extended to Mohawk Ave., Belle Harbor; length, 10 miles; date of beginning operation, June 8, 1916. [Permission and approval of the Public Service Commission granted respondent by order of September 24, 1915, case No. 2004, for the construction and operation of an extension, .05 miles in length, in Neponsit.]

BALANCE SHEET

ASSETS SIDE		Increase or	
June 30, 1915		June 30, 1916	(D) decrease
\$100 00	Special deposits, State Industrial Commission..	.....	D \$100 00
100 84	Interest accrued.....	\$100 84	.....
1,691 82	Other current assets.....	1,802 05	110 23
7,000 00	Miscellaneous investments.....	7,000 00	.....
816,677 79	" Fixed capital Dec. 31, 1908 ".....	308,669 67	D 8,008 12
120,458 21	Fixed capital installed since 1908.....	136,192 31	15,734 10
457,136 00	Total fixed capital — gross.....	444,861 98	7,725 98
23,804 14	Less accrued amortisation.....	27,661 91	3,857 77
413,331 86	Total fixed capital — net.....	417,200 07	3,868 21
<hr/>		<hr/>	
\$422,224 52	Total.....	\$426,102 96	\$3,878 44
<hr/>		<hr/>	

LIABILITIES SIDE			
\$3,438 27	Taxes accrued.....	\$3,191 32	D \$246 95
37,661 28	Working advances due Long Island R. R. Co...	24,861 71	D 12,799 57
17,250 00	Interest accrued on funded debt.....	4,250 00	D 13,000 00
3,874 08	Interest accrued on unfunded debt.....	3,940 04	65 96
20,000 00	Funded debt — mortgage bonds.....	20,000 00	.....
169,073 99	Construction advances due Long Island R. R. Co.....	183,497 82	14,423 83
85,000 00	Common stock.....	35,000 00	.....
135,926 90	Corporate surplus.....	151,362 07	15,435 17
<hr/>		<hr/>	
\$422,224 52	Total.....	\$426,102 96	\$3,878 44
<hr/>		<hr/>	

Contingent Liabilities. None.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:	Gross value	Same less depreciation
Real property in streets — tangible.....	\$38,270	\$21,600
<hr/>		<hr/>
Assessed valuation for 1916 taxes:		Borough of Queens
Real property outside streets and public places.....		\$15,000
Real property (tangible and intangible) in streets.....		80,100
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¹ See Documentary History in Annual Report, 1913, vol. V, pp. 1044-51 and chart No. 2.

Ocean Electric Railway Company
DETAILS OF ASSETS AND LIABILITIES
Fixed Capital, December 31, 1908

	Balance at beginning of year	Credits during year account of withdrawals and retirements	Balance at close of year
Engineering and superintendence.....	\$2,715 61	.....	\$2,715 61
Right of way.....	4,198 49	.....	4,198 49
Track and roadway construction.....	225,765 38	\$8,008 12	217,757 26
Electric line construction.....	17,775 62	.....	17,775 62
Buildings and fixtures used in operation of road.....	2,048 50	.....	2,048 50
Cars ¹	28,618 77	.....	28,618 77
Electric equipment of cars.....	27,050 63	.....	27,050 63
Miscellaneous equipment ²	2,881 12	.....	2,881 12
Organization.....	3,589 01	.....	3,589 01
Miscellaneous.....	2,034 66	.....	2,034 66
Total.....	\$316,677 79	\$8,008 12	\$308,669 67

Details of Capital Withdrawn.— Property removed in connection with the relaying and repaving on the Boulevard from Fairview avenue to Remsen street, Rockaway Beach, \$8,008.12. Recovered from salvage, \$1,310.27; charged to operating expenses, \$6,697.85.

Fixed Capital Installed Since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Right of way.....	.....	.....	.....	\$565 85
Grading.....	\$21 22	.....	.....	1,324 60
Ties.....	500 75	.....	.....	5,417 53
Rails, rail fastenings and joints.....	4,878 80	.....	.....	14,053 64
Special work.....	.....	.....	.....	1,769 47
Track laying and surfacing.....	2,311 72	.....	.....	8,216 54
Paving.....	6,993 84	.....	.....	19,043 57
Roadway tools.....	207 42	.....	.....	207 42
Poles and fixtures.....	4 25	.....	.....	2,089 83
Transmission system.....	233 14	.....	.....	515 60
Distribution system.....	344 37	.....	.....	2,433 24
Revenue cars.....	92 83	.....	.....	48,492 52
Electric equipment of cars.....	.....	.....	.....	30,561 17
Other rail equipment.....	20 10	.....	.....	1,340 09
Engineering and superintendence.....	99 33	.....	.....	133 39
Miscellaneous construction expenditures...	26 33	.....	.....	27 85
Total.....	\$15,734 10	.....	.....	\$136,192 31

Details of Expenditures for Improvements.— Applying life guards to sprinkler car, \$20.10; extension single track between Bannock Boulevard and Mohawk avenue, Far Rockaway, \$1,391.58; applying fire extinguishers to 14 cars, \$92.83; Rockaway Beach, Rumson and Fairview aves., relaying girder rails, and Fairview to Park aves., repaving between tracks, \$14,169.51; Belle Harbor, Newport ave. between Lincoln and Southampton aves., relaying track; and Dover ave. to Southampton ave., double track, \$60.08.

Miscellaneous Investments.— City of New York corporate stock: 4½ per cent due March 1, 1963; par value \$2,000, cost \$2,001.25, carried on books at par, income accrued during year, \$90, deposited with the Comptroller, City of New York; 4½ per cent, due March 1, 1960; par value \$5,000, cost \$5,125, carried on books at par, income accrued during year, \$212.50, deposited with State Industrial Commission.

¹ A transfer was made in May, 1916, from account Miscellaneous Equipment, to account Cars.

Ocean Electric Railway Company		
Securities		
Particulars of Stock and Funded Debt	Common stock	First mortgage bonds
Nominal date of issue.....	_____	April 1, 1898
Date of maturity.....	_____	April 1, 1918
Interest rate and dates.....	_____	5% Apr. & Oct.
Denominations.....	1 share=\$100	\$1,000
Authorized by company.....	\$50,000	20,000
By public authority.....	35,000	20,000
Actually issued prior to year.....	35,000	20,000
Cash realized.....	5,000	.....
Property consideration ¹	30,000	20,000
Actually outstanding.....	35,000	20,000
Interest accrued and dividends declared.....	.....	1,000
Interest charged to income.....	.....	1,000
Interest accrued and dividends declared, not due.....	.....	250
Interest paid during year.....	.....	14,000
Interest and dividends matured and unpaid.....	.....	4,000
Trustees under mortgage.....	.....	United States Mortgage & Trust Co.

Bills and Accounts Owing to Associated Companies.— Long Island Railroad Company; working advances: June 30, 1915, \$14,061.28, without interest; repaid during year, \$12,799.57; balance June 30, 1916, \$1,261.71; loan account with interest at 4%, \$23,600; no change during year; interest accrued, \$959.73; interest paid, \$957.11; total working advances at close of year, \$24,861.71. Construction advances: June 30, 1915, \$169,073.99; advanced during year, \$14,423.83; interest accrued at 4 per cent, \$6,919.91; interest paid, \$6,856.57; balance, June 30, 1916, \$183,497.82.

Taxes accrued.— See schedule supporting income statement.

Reserves.— Accrued amortisation of capital, way and structures: Balance, June 30, 1915, \$4,838.59; charged to reserve and credited to operating expenses, \$780.08; balance, June 30, 1916, \$4,053.51. Accrued amortization of capital, equipment; balance, June 30, 1915, \$18,970.35; credited to reserve and charged to operating expenses, \$4,637.85; balance, June 30, 1916, \$23,608.40. During the year account of depreciation, \$4,637.85; balance, June 30, 1916, \$23,608.40; total reserved, \$27,661.91.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Transportation revenue.....	\$150,531 45	D \$4,582 54
Other operating revenues.....	1,373 10	257 02
Total operating revenue.....	\$151,904 55	D \$4,225 52
Operating expenses:		
Maintenance of way and structures.....	\$18,440 92	\$8,707 94
Maintenance of equipment.....	15,536 74	937 27
Power purchased.....	19,437 23	D 2,810 30
Operation of cars.....	33,825 05	1,820 15
Injuries to persons and property.....	4,067 93	D 3,983 18
Traffic expenses.....	.....	D 2 50
General expenses.....	2,487 70	6 81
Total operating expenses.....	\$93,795 57	\$4,676 19
Taxes accrued.....	4,943 10	229 25
Total revenue deductions.....	\$98,738 67	\$4,905 44

¹ \$30,000 of stock and \$20,000 of bonds were issued for property rights and facilities [of the Rockaway Village R. R.]

Ocean Electric Railway Company
INCOME STATEMENT—*Concluded*

	Net amount for year	Increase or (D) decrease
Operating income.....	\$53,165 88	D \$9,130 96
Non-operating income: Interest revenues on New York City corporate stock.....	802 50	74 37
Gross income applicable to corporate and leased properties.....	\$53,468 38	D \$9,056 59
Deductions from gross income: Interest accrued on funded debt, \$1,000; other interest deductions, \$7,879.64, track and terminal privileges, \$28,645.32; rent for lease of other road and equip- ment, \$500; miscellaneous rent deductions, \$8.25.....	38,033 21	3,006 63
Net corporate income.....	\$15,435 17	D \$12,063 22
Surplus, June 30, 1915.....	135,926 90	.....
Surplus, June 30, 1916.....	\$151,362 07	

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges in cars, \$600.

Rent of equipment: Huntington R. R. Co. cars loaned, 23,819 miles at 2 cents, \$476.38, Long Island R. R. Co., 9,836 miles at 2 cents, \$196.72; snow removal equipment to Huntington R. R. Co. for six months, \$100; total, \$773.10.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street rail-
way companies provides that operating expenses shall include under the head of maintenance
the estimated amount of capital consumed, which is defined as "the amount estimated to be
necessary to cover such wear and tear and obsolescence and inadequacy as have accrued "during
the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule deter-
mined by the accounting corporation and filed with the Commission. From the total estimated
deterioration during the period, there is deducted the actual amount expended in repairs, and the
remainder is charged to depreciation. Two depreciation accounts have been provided in operating
expenses, " Depreciation of Way and Structures " and " Depreciation of Equipment," and amounts
charged to these accounts are concurrently credited to the account "Accrued Amortization of
Capital," the official title of the depreciation reserve. Under date of August 5, 1910, this company
filed with the Commission rules of depreciation which provided 2 cents per revenue car mile for
maintenance of way and structures and 3 cents per revenue car mile for maintenance of equipment.
An amendment filed December 23, 1915, provided for increasing these rates, beginning with January
1, 1916, to 3 and 3½ cents respectively. Under this rule, \$780.08 was credited to depreciation of
way and structures, and concurrently debited to reserve; \$4,637.85 was debited to depreciation of
equipment and concurrently credited to reserve.

Power Bought.— Purchased from Long Island R. R. Co. for operation of cars 1,747,944 D. C.
kw. hrs. at an average price of 1.11 cents per kw. hr., \$19,437.23 charged to expense.

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Real estate.....	\$300 75	\$304 50	\$300 75	.....
Special franchise.....	⁶ 1,695 21	1,029 18	⁶ 1,025 63	.....
Gross earnings, city.....	2,000 00	1,815 82	2,000 00	.....
Gross earnings, state.....	1,564 33	1,522 07	1,564 33	.....
Federal income.....	299 34	271 53	299 34	.....
Total.....	\$5,859 63	\$4,943 10	\$5,190 05	.....

Miscellaneous Rent Deductions.— Rent for lease of other road: Rockaway Electric Ry. Co.:
tracks on Fairview avenue, Hammels, between the boulevard and the Long Island R. R. Co.
tracks, \$500.

Track and terminal privileges: Long Island R. R. Co., rent of tracks between Hammels and
Far Rockaway, based on proportion of gross earnings of respondent, \$28,645.32.

⁴ The amount of power consumed is based on estimated power consumption per car mile.

⁵ Of this amount, \$1,606 was cancelled under section No. 48 of the Tax Law; the remaining
\$89.21 represents a tax on the franchises of the Rockaway Electric Railway Co., for which respond-
ent is liable.

⁶ Of this amount, \$936.42 represents taxes levied prior to June 30, 1915, of which this company
had no knowledge as of that date.

Ocean Electric Railway Company
DESCRIPTION OF ROAD AND EQUIPMENT
MILES OF ROAD AND TRACK, JUNE 30, 1916
Electrically operated surface line, overhead trolley contact

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	All running track	Increase or (D) decrease ¹
<i>Road owned by respondent under title in perpetuity</i>					
Far Rockaway Station to Atlantic ocean.....	1.068		.051	1.119	
Hammel to Belle Harbor.....	3.770	3.137	.162	*7.069	0.100
Total owned.....	4.838	3.137	.213	8.188	0.100
<i>Road of independent company operated by respondent under a terminable sole title</i>					
Fairview avenue, Hammel between Long Island Railroad and boulevard (Rockaway Electric Ry. Co.).....	.179	.178		.357	
Total maintained.....	5.017	3.315	.213	8.545	0.100
<i>Road occupied under trackage rights from associated company</i>					
Far Rockaway to Hammel (Long Island R. R. Co.).....	3.497	3.431		6.928	
Total operated.....	8.514	6.746	.213	15.473	0.100

Details of Track, Roadway and Electric Line Construction

Item	Added during year	Removed during year	At close of year
Ballast: Miles of track laid on concrete foundation.....			4.371
Cinder.....			0.157
Sand.....	.100		4.000
Ties: ²			
Number of wood ties, treated.....	352		2,863
Number of wood ties, untreated.....	36	213	20,792
Miles of track laid on ties.....	.100		8.528
Rail (miles of track): ³			
9-inch girder, 107 lbs., 60 ft.....	.471		.471
9-inch girder, 113 lbs., 60 ft.....	.003		.003
8-inch girder, 73 lbs., 60 ft.....	.036		.036
9-inch girder, 141 lbs., 60 ft.....			.109
9-inch girder, 104 lbs., 60 ft.....	.003		.023
9-inch girder, 90 lbs., 60 ft.....		.479	5.163
7-inch girder, 86 lbs., 60 ft.....			.001
6-inch girder, 62 lbs., 60 ft. ⁴.....	.034		.772
4-inch tee, 56 lbs., 30 ft.....	.031	.037	1.206
4½-inch tee, 62½ lbs., 30 ft.....			.631
4½-inch tee, 70 lbs., 30 ft.....	.003		.108
Rail joints (miles of track):			
Bolted plates.....	.100		8.528
Rail bonds (miles of track):			
12-inch bonds.....			3.693
12-inch special bonds.....			4.638
44-inch special bonds.....			.100
10½-inch welded head bonds.....	.100		.100

¹ Changes from 1915 figures not accounted for in the schedule or due to remeasurement.

² Of this track, 0.017 is unused.

³ Aggregate cost of ties laid in replacement at point of distribution, \$628.04; charged to operating expenses \$127.29; charged to additions and betterments in fixed capital, \$500.75.

⁴ Rails laid in replacement during year, 92.12 long tons. Girder rails at \$41.37 and \$39.90 per ton; tee rails at \$20. Total cost, \$5,271.40; less salvage on rails taken up, \$1,377.77; net charges to operating expenses, \$221.79; amount charged to additions and betterments in fixed capital, \$3,671.84.

⁵ Formerly reported as 60 lbs.

Ocean Electric Railway Company

Details of Track, Roadway and Electric Line Construction — Concluded

Item	Added during year	Removed during year	At close of year
Paving (miles of track):			
Macadam.....	.177	.....	3.172
Wood block — plank.....	.....	.....	.015
Brick.....	.....	.....	4.371
Belgian block.....	.....	.....	.021
Sand.....	.....	.....	.855
Trestle.....	.....	.....	.094
Poles:			
Total number.....	17	.....	410
Whereof wood untreated.....	11	.....	146
Whereof steel.....	6	.....	264
Overhead construction (miles of line).....	2.51	2.40	4.93
Whereof span wire.....	.38	.28	4.13
Whereof side bracket.....	.....	.....	.79
Trolley wire (miles):			
2/0 round copper.....	.....	.....	8.48
Third rail: Protected (miles).....	.....	.....	7.20

Track Structures.— One wooden trestle 505 feet long.

Cars.— Number revenue, 25; service, 3. For details, see Table II.

Miscellaneous.— Miles of telephone line owned and operated by respondent, 2.8; miles of wire, 5.6.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 3,008,609 5-cent fares; free, 28,955. *Car Miles.*— Revenue, 483,260; passenger active, 474,319; idle, 8,878; special, 63; non-revenue, 68. *Car-seat Miles.*— 23,645,927. *Car-Hours.*— Passenger, 53,535; special, 18. (For details of traffic statistics, see Tables V–VIII.)

Power.— See Table IV.

Accidents.— Persons injured, 70 (1 seriously); amount paid for injuries and damages caused by accidents that occurred within the year, \$3,737.50; for accidents that occurred in prior years, \$372.75. (For details, see Tables X and XI.)

Employees and Wages.— See Table XII.

Officers.— President, Ralph Peters; Vice-President, C. L. Addison; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock; Assistant Treasurer, John M. Wood; General Auditor, A. B. Bierok; Comptroller, C. M. Bunting; General Solicitor, Joseph F. Keany; Traffic Manager, A. L. Langdon; General Manager, J. A. McCrea; Chief Engineer, J. R. Savage; Purchasing Agent, H. B. Hodges.

Directors.— C. L. Addison, A. T. Beiter, A. B. Bierok, Wm. F. Brown, Benjamin Evans, Frank E. Haff, J. A. McCrea, J. F. Keany, Ralph Peters.

Main Business Office.— Broad Street station, Philadelphia, Pa.

Report verified by Ralph Peters, President, September 19, 1916.

PELHAM PARK AND CITY ISLAND RAILWAY COMPANY, INC.

History.— Incorporated, May 10, 1913, as a reorganized company, under Sections 9–10 of the Stock Corporation Law; successor to the City Island R. R. Co. and the Pelham Park R. R. Co., foreclosed under mortgages [held by Interborough Rapid Transit Co., which acquired a controlling interest in the capital stock of the two companies, March 14, 1902, and held the stock of the reorganized company until the Third Avenue Railway Co. acquired same July 9, 1914. Initial date of operation of reorganized company, July 1, 1913 [of original companies, May, 1887*].

Stockholders and Members.— Total voting power of all members, 450, all cast by E. A. Maher on behalf of the Third Avenue Railway Co., at the last general meeting for the election of directors, September 22, 1915.

Important Changes during the Year.— There were no important changes during the year. No additional rights or franchises were acquired.

* See Documentary History, in Annual Report, 1913, Vol. V, pp. 292, 1058, and chart No. 2.

800 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Pelham Park and City Island Railway Company, Inc.

BALANCE SHEET

ASSETS SIDE		Increase or (D) decrease	
June 30, 1915		June 30, 1916	
\$662 45	Cash.....	\$2,098 04	\$1,435 58
92 00	Accounts receivable.....	92 00	.....
77,760 97	Fixed capital installed since 1908.....	81,816 08	4,055 11
47 74	Prepayments.....	14 00	D 33 74
36,661 68	Corporate deficit.....	48,791 85	12,130 17
<hr/>		<hr/>	
\$115,224 84	Total.....	\$132,811 97	\$17,587 13
<hr/>		<hr/>	
LIABILITIES SIDE			
\$2,030 05	Taxes accrued.....	\$3,659 85	\$1,629 80
35,920 69	Working advances due associated companies....	50,008 13	14,087 44
29,545 81	Miscellaneous bills payable.....	29,545 31	.....
765 86	Miscellaneous accounts payable.....	580 09	D 185 27
1,858 93	Interest accrued on unfunded debt.....	3,631 57	1,772 64
104 50	Due for wages and salaries.....	162 02	57 52
.....	Reserve for accrued rents.....	225 00	225 00
45,000 00	Common stock.....	45,000 00	.....
<hr/>		<hr/>	
\$115,224 84	Total.....	\$132,811 97	\$17,587 13
<hr/>		<hr/>	

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation

	Gross value	Same less depreciation
Valuation as of June 30, 1916, filed by respondent:		
Real property in streets — tangible.....	\$52,754 00	\$29,431 00
Tangible personal property.....	2,098 00	2,098 00
<hr/>		<hr/>
Assessed valuation for 1916 taxes:		Borough of the Bronx
Real property (tangible and intangible) in streets.....		\$27,600 00
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DETAILS OF ASSETS AND LIABILITIES
Fixed, Capital Installed since December 31, 1908

	INSTALLED DURING YEAR		Withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Grading.....	\$12 00	.....	.....	\$12 00
Ties.....	.....	.....	.....	4,762 80
Rails, rail fastenings and joints.....	139 35	.....	.....	24,784 08
Special work.....	1,749 30	.....	\$926 15	2,939 30
Track laying and surfacing.....	709 29	.....	72 80	12,446 53
Paving.....	2,455 03	.....	.....	29,639 35
Distribution system.....	41 06	.....	.....	958 99
Sub-station buildings.....	.....	.....	.....	428 38
General office building and fixtures.....	.....	.....	.....	147 50
Stations, waiting rooms, and miscellaneous buildings.....	.....	.....	.....	800 71
Sub-station equipment.....	.....	.....	.....	3,675 95
Engineering and superintendence.....	Cr. 151 97	.....	.....	641 98
Miscellaneous construction expenditures...	.....	.....	.....	573 45
Total.....	\$5,054 06	.....	\$998 95	\$81,816 08

Details of Expenditures for Improvements.— Construction of single track line on City Island road, from City Island bridge to the Pelham Road, erection and equipment of transformer station, waiting room, etc., \$1,686.81; installation of additional turnouts, to increase capacity of line, \$3,367.25

Adjustment.

Pelham Park and City Island Railway Company, Inc.

Prepayments.— Prepaid insurance, \$14.

Stock.— Common, par value \$100; authorized by company's charter, \$125,000; by Public Service Commission (Cases 1655, 1656, May 27, 1913), \$117,000; [all of which the Interborough Rapid Transit Company was authorized to hold; actually issued, July 7, 1913, \$45,000. [By order of the Commission in Case 1919, the Third Avenue Railway Company was authorized to acquire the \$45,000 outstanding stock and by order in Case 1976, the same company was authorized to acquire the whole authorized stock of \$117,000, from time to time as issued.]

Bills and Accounts Owring to Associated Companies.— Due Third Avenue Railway Co., on 6 per cent demand notes, taken over from Interborough, \$29,545.31; interest accrued during year, \$1,772.64; nothing paid. Loans on open account for which no interest is charged: Union Railway Co., \$23,193.64; Third Avenue Railway Co., \$16,932.17; Dry Dock, East Broadway and Battery R. R. Co., Receiver, \$8,784.00; Westchester Electric R. R. Co., \$828.32; Belt Line Railway Corporation, \$270.00; total, \$50,008.13.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Passenger revenue.....	\$22,613 00	\$5,203 55
Mail revenue.....		D 156 58
Advertising privileges.....	180 00	90 00
Total operating revenue.....	\$22,793 00	\$5,136 97
Operating expenses:		
Maintenance of way and structures.....	\$2,358 95	\$1,107 14
Maintenance of equipment.....	1,772 00	39 03
Power purchased.....	8,020 74	1,100 30
Horse power.....		D 450 13
Operation of cars.....	13,593 34	1,442 94
Injuries to persons and property.....	684 54	74 80
Other general expenses.....	915 01	D 124 92
Total operating expenses.....	\$27,344 58	\$3,189 16
Taxes accrued.....	1,835 56	322 11
Total revenue deductions.....	\$29,180 14	\$3,511 27
Operating loss.....	\$8,387 14	D\$1,625 70
Non-operating revenue — interest.....	57 61	36 25
Gross loss applicable to corporate and leased properties.....	\$8,329 53	D\$1,661 95
Deductions from gross income:		
Hire of equipment (storage battery cars from Dry Dock, East Broadway and Battery R. R. Co., \$4,608; from Belt Line Railway Corporation, \$270).....	\$4,878 00	\$680 00
Miscellaneous rent deductions.....	600 00	D360 00
Interest deductions (on demand notes to Third Avenue Railway Co., aggregating \$29,545.31).....	1,772 64	.....
Total income deductions.....	\$7,250 64	\$320 00
Net corporate loss.....	\$13,580 17	D\$1,341 95
Deficit, June 30, 1915.....	36,661 68	
Proceeds from sale of monoroad retired in fiscal year 1915.....	1,450 00	
Deficit, June 30, 1916.....	\$48,791 85	

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance

Pelham Park and City Island Railway Company, Inc.

the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortisation of Capital," the official title of the depreciation reserve. No rules for depreciation have been filed nor charges made by the company, in accordance with the requirements.

Power Bought.— From Westchester Lighting Co., A. C., 182,770 kw. hrs. at 2.5 cents per kw. hr., \$3,819.24; 830 kw. hrs. at 10 cents per kw. hr., \$83.00: for general and station purposes; total, \$3,402.24.

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Special franchise.....	\$576 84	\$438 42	.....	.....
Personal property.....	.....	28 99	.....	.....
Gross earnings, city.....	1,139 65	1,139 65	.....	¹ \$1,864 65
Gross earnings, state.....	176 77	228 50	\$176 77	.....
Total.....	\$1,893 26	\$1,835 56	\$176 77	\$1,864 65

DESCRIPTION OF ROAD AND EQUIPMENT

Road and Trackage.— *Storage Battery* (Road owned by respondent under limited term franchise). City Island road, from Pelham Shore road to City Island avenue, 1.24 miles of single track; City Island avenue, from City Island road to Belden point, 1.65 miles of single track; sidings and turn-outs, 0.4 miles; total, 3.29 miles.

Details of Track and Roadway.— Ballast, track laid on concrete construction, 1.74 miles; laid on native material, 1.44 miles; bolted to bridge, 0.11 miles. *Ties:*² Wood, treated, 2,510; untreated, 3,175. *Rail* (miles of track):³ 116-lb. 7-inch girder, 1.32; 107-lb. 9-inch girder, 1.78; 97-lb. 6-inch girder, 0.11; 91-lb. 7-inch girder, 0.08. *Rail Joints*, bolted plates, 3.29 miles. *Paving* (miles of track): Wood block, 0.11; granite block, 0.20; bituminous concrete, 1.54; native material, 1.44.

Cars.— Twelve closed storage-battery cars, six leased from Dry Dock, East Broadway and Battery R. R. Co., and six from Belt Line Railway Corporation.

Power Plant Equipment.— See Table III.

Miscellaneous.— Number of sub-stations, 1; passenger station, 1; track structure, one concrete bridge, 570 feet long.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 452,260 five-cent fares. *Car Miles.*— 121,906, active passenger. *Car-seat Miles.*— 3,043,786 *Car Hours.*— 20,655. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— Minor injuries to passengers, 3; to employees, 1; to others, 3; total, 7. Claims in 9 cases settled for a total of \$665, all for injuries sustained in current fiscal year.

Employees and Wages.— See Table XII.

¹Exclusive of \$137.77 accrued interest. Regarding this tax, the company states: "The city claims special franchise taxes for the years 1902 to 1915, inclusive, amounting to about \$3,800. The company refuses to pay any taxes to the city pending the return of amounts heretofore deposited as security under the terms of a franchise recently canceled."

²Ties laid during year, 2,510; total cost, \$2,475.42 of which charged to additions and betterments on fixed capital, \$2,466.72; to operating expenses, \$8.70.

³Rails laid during year, 244.53 tons, of which 240.59 tons were new 7-inch groove, and 3.94 tons old 7-inch and 9-inch rail. Total cost, including \$1,502.81 for fastenings, charged to additions and betterments on fixed capital.

Pelham Park and City Island Railway Company, Inc.

Officers.— President, F. W. Whitridge; Vice-President and General Manager, E. A. Maher; Secretary, S. E. Martin; Treasurer, A. D. Sage; Assistant Secretary and Assistant Treasurer, J. F. Feely; Auditor, Reune Martin; Claim Agent, W. A. Eaton; Assistant General Manager, E. A. Maher, Jr.; Chief Engineer, J. F. Mullaney; General Purchasing Agent, C. Witzel.

Directors.— F. W. Whitridge, Harry Bronner, G. W. Davison, M. Ferguson, A. Iselin, Jr.; E. A. Maher, W. E. Roosevelt, J. H. Seaman, J. N. Wallace.

Main Business Office.— 2,896 Third Avenue, New York City.

Report verified by Edward A. Maher, Vice-President and General Manager, September 29, 1916.

PENNSYLVANIA TUNNEL AND TERMINAL RAILROAD COMPANY

LESSOR

History.— Incorporated June 26, 1907, under the General Laws of the States of New York and New Jersey, as a merger and consolidation of the Pennsylvania, New York and Long Island Railroad Company, (incorporated April 21, 1902 under the Railroad Law of the State of New York), and the Pennsylvania, New Jersey and New York Railroad Company (incorporated February 13, 1902 under an Act of the Legislature of the State of New Jersey). The respondent is jointly controlled by the Pennsylvania Railroad Company and the Pennsylvania Company through ownership of 150,000 and 100,000 shares of capital stock, respectively.

Stockholders and Members.— Total voting power, 250,000 votes, each holder of \$100 par value of capital stock having one vote.

Important Changes during the Year.— There were no additional rights or franchises acquired during the year. Beginning October, 1915, the road operated was extended .91 of a mile, from east of Manhattan Transfer, N. J. to Swift & Company's yard. A siding, .29 of a mile in length, was built in the Sunnyside yard, Long Island City, N. Y. A real estate mortgage was acquired from the Latham Lith. & Printing Company for \$26,900, Mar. 16, 1916; due, Mar. 15, 1918; interest 5%. The mortgage of Richard Deeves was reduced on Aug. 5, 1915, from \$10,000 to \$5,000. The mortgage of E. M. Strong was reduced on Sept. 20, 1915, from \$16,000 to \$14,000 and extended to Sept. 11, 1918, at 5½% instead of 5%. The lease of the respondent's property to the Pennsylvania Railroad Company was extended for eleven months from December 31, 1915.

BALANCE SHEET

ASSETS SIDE		Increase or	
June 30, 1915		June 30, 1916	(D) decrease
\$107,194,642 80	Investment in road and equipment	\$107,244,214 09	\$49,571 79
2,147,281 43	Miscellaneous physical property ¹	2,090,791 03	D 56,490 42
55,501 00	Other investments	75,401 00	19,900 00
1,489 71	Miscellaneous accounts receivable	1,489 71	
<u>\$109,398,914 46</u>	<u>Total</u>	<u>\$109,411,895 83</u>	<u>\$12,981 37</u>
LIABILITIES SIDE			
\$25,000,000 00	Capital stock	\$25,000,000 00	
83,003,410 02	Loans and bills payable ²	83,003,410 02	
6,666,920 83	Miscellaneous accounts payable	³ 6,563,565 51	D \$103,355 32
20,000 00	Funded debt matured unpaid	⁴ 20,000 00	
5,291,416 39	Profit and loss — debit balance	5,175,079 70	116,336 69
<u>\$109,398,914 46</u>	<u>Total</u>	<u>\$109,411,895 83</u>	<u>\$12,981 37</u>

¹ Consists of real estate holdings in Long Island City, Manhattan and New Jersey, carried on books at actual cost.

² [Reported in 1915 as "non-negotiable debt to Pennsylvania Railroad—notes."] Certificate of indebtedness; no interest; dated December 29, 1913; due December 29, 1914.

³ Due Pennsylvania Railroad for construction and operation expenditures.

⁴ Real estate mortgage; due December 20, 1907; interest 4½ per cent.

804 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Pennsylvania Tunnel and Terminal Railroad Company

["Fixed Capital, December 31, 1908"]¹

Item	Balance June 30, 1914
Cost of construction.....	\$32,099,264 24
Real estate.....	10,165,772 95
Right of way and easements.....	1,385,264 26
Organization, engineering, legal and other corporate expenses.....	2,532,071 52
Real estate incidentals.....	594,744 61
Right of way and easements incidentals.....	445,981 00
General expenditures.....	708,509 88
Road:	
Engineering.....	1,526,792 32
Right of way and station ground.....	1,704,146 75
Real estate.....	Cr 58,905 99
Grading.....	4,462,444 25
Tunnels.....	14,559,840 85
Bridges, trestles and culverts.....	1,242,420 38
Ties.....	24,094 26
Rails.....	35,333 47
Frogs and switches.....	1,427 46
Track fastenings and other material.....	8,707 40
Ballast.....	6,918 77
Track laying and surfacing.....	22,279 34
Crossings and signs.....	1,716,195 36
Interlocking and other signal apparatus.....	28,384 32
Telegraph and telephone lines.....	53,335 31
Station buildings and fixtures.....	5,246,550 64
Water stations.....	2,371 95
Electric light plants.....	21,968 34
Electric power plants.....	87,955 90
Electric power transmission.....	326,716 41
Miscellaneous structures.....	339 61
Rent of equipment.....	8,697 81
Injuries to persons.....	29,150 37
Repairs of equipment.....	571 93
Fencing, right of way.....	43 33
Earnings and operating expenses during construction.....	Cr 206,671 72
Total.....	\$78,782,717 33

[Fixed Capital Installed since December 31, 1908]¹

Class of Expenditures	Bal. June 30, 1914
Organization.....	\$511 50
Right of way.....	140,106 74
Other street railway land.....	330,174 71
Grading.....	1,384,031 69
Ballast.....	189,785 05
Ties.....	252,876 05
Rails, rail fastenings, and joints.....	533,282 53
Special work.....	120,763 17
Underground construction.....	4 21
Track laying and surfacing.....	595,478 03
Paving.....	360 87
Roadway tools.....	14,923 05
Tunnels.....	4,861,959 88
Elevated structures and foundations.....	72 50
Bridges, trestles and culverts.....	366,712 48
Crossings, fences and signs.....	2,042,797 05
Interlocking and signal apparatus.....	1,580,087 84
Telephone and telegraph lines.....	257,970 24
Poles and fixtures.....	161,760 72
Underground conduits.....	156,481 62
Transmission system.....	172,686 83

¹ [From the company's report for 1914. These details are in accordance with electric railroad classification.]

Pennsylvania Tunnel and Terminal Railroad Company
Fixed Capital Installed since December 31, 1908—Concluded

	Bal. June 30, 1914
Distribution system.....	\$802,366 98
Dams, canals, and pipe lines.....	131 25
Power plant buildings.....	30,940 19
Sub-station buildings.....	181,150 92
Shops and car-houses.....	987,514 35
Stations, waiting-rooms, etc.....	9,116,216 06
Furnaces, boilers, and accessories.....	110,697 41
Steam engines.....	237,279 81
Turbines and water wheels.....	801 24
Power-plant electric equipment.....	974,401 13
Other power-plant equipment.....	11,824 04
Sub-station equipment.....	596,090 12
Shop equipment.....	15 87
Earnings during construction.....	Cr. 231,951 77
Engineering and superintendence.....	474,670 77
Law expenditures.....	23,732 69
Injuries during construction.....	123,060 58
Taxes during construction.....	1,387,812 34
Interest during construction.....	55,960 38
Miscellaneous construction expenditures.....	330,709 40
Total.....	\$28,376,250 52

*Investment in Road and Equipment since June 30, 1914 **

Item	Total investment in road and equipment during the year	Total investment in road and equipment since June 30, 1914
Engineering.....	\$4,530 15	\$4,410 75
Land for transportation purposes.....	Cr. 21,673 79	Cr. 205,731 50
Grading.....	1,324 24	1,630 30
Tunnels and subways.....	Cr. 12,509 77	93,019 05
Bridges, trestles and culverts.....	330 38	584 30
Ties.....	1,824 56	6,774 08
Rails.....	1,318 48	7,723 08
Other track material.....	7,043 62	7,779 47
Ballast.....	1,913 72	4,106 63
Track laying and surfacing.....	5,388 92	5,974 28
Station and office buildings.....	17,118 46	23,024 84
Roadway buildings.....	111 44	111 44
Water stations.....	8,168 53	3,168 53
Shops and enginehouses.....	197 31	251 31
Telegraph and telephone lines.....	1,147 29	1,237 68
Signals and interlockers.....	13,258 56	14,937 80
Power-plant buildings.....	345 69	565 69
Power transmission systems.....	224 68	Cr. 159 34
Power distribution systems.....	18,278 65	21,015 24
Power line poles and fixtures.....	1,371 82	1,495 74
Underground conduits.....		5 44
Roadway machines.....	425 00	425 00
Assessments for public improvements.....	960 00	960 00
Power plant machinery.....	2,605 58	91,060 51
Power sub-station apparatus.....	95 77	103 42
Taxes.....	772 50	772 50
Total.....	\$49,571 79	\$85,246 24

Average investment per mile of road.⁷—\$8,431,148.91.

* [Beginning July 1, 1915, respondent has adopted the classification of investment in road and equipment of steam roads prescribed by the Interstate Commerce Commission and has reclassified the fixed capital expenditures during the fiscal year ended June 30, 1915.]

⁷ Length of road, 12.72 miles. No depreciation deducted.

Pennsylvania Tunnel and Terminal Railroad Company

Miscellaneous Investments				
	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Amount credited to income during year
Queensboro Dealers' & Consumers' Hygeia Ice Co., preferred 3½% stock.....	\$150 00	^a [\$145 00]	\$1 00	\$5 25
Real estate mortgages:				
Richard Deeves, 5%, due 1914.....	5,000 00	^a	5,000 00	¹⁰ 171 58
C. L. Wright, 5%, due 1917.....	20,000 00	^a	20,000 00	1,000 00
E. M. Strong, 5½%, due 1918.....	14,000 00	¹¹	14,000 00	¹² 785 00
Interstate Land Corp., 6%, due 1916..	2,000 00	N. R.	2,000 00	120 00
Akron Tire Co., 6%, due 1916.....	7,500 00	N. R.	7,500 00	450 00
Latham Lith. & Print. Co., 5%, due 1918	26,900 00	N. R.	26,900 00	.....
Total.....	\$75,550 00	————	\$75,401 00	\$2,531 83

Capital Stock.— Common, authorized by company, \$40,000,000; actually issued, prior to year, \$25,000,000 for property consideration¹³; actually outstanding, \$25,000,000; no dividends declared during year.

Funded Debt Matured and Unpaid.— Real estate mortgage, \$20,000, payable to Bowery Savings Bank, matured December 20, 1907; interest, 4½ per cent accrued during the year, \$1,350.

INCOME STATEMENT

Income Account.— Non-operating income, \$2,531.83 (whereof, dividend income, \$5.25; income from funded securities, \$2,355; income from unfunded securities, \$171.58); deduction from gross income (interest on unfunded debt) \$1,350; net income, \$1,181.83.

Earnings of the Long Island City Power Station, Year Ended June 30, 1916

Power Sold	Kw. hours delivered	Amount
Long Island R. R. Co., for operating trains on Long Island Railroad, A. C. current, metered at power station.....	89,476,550	\$653,478 63
Long Island R. R. Co., for lighting at Long Island City, A. C. current, metered at power station.....	441,320	3,228 20
Long Island R. R. Co., for operating sumps and ferry floats, D. C. current, metered at power station.....	88,530	281 92
Long Island R. R. Co., D. C. current furnished through sub-station 1 A, Sunnyside yard, for operating Long Island Railroad electric trains.....	297,918	3,909 20
Long Island R. R. Co., D. C. current furnished on joint facility engine and car basis for propulsion of Long Island R. R. trains on Pennsylvania Tunnel & Terminal R. R. tracks.....	5,476,432	26,413 96
D. C. current furnished through meters at sub-station No. 4, Harrison, N. J., from third rail feeders from operating trains on New York division.....	6,030,701	62,935 83
D. C. current furnished through meters at car battery charging stations, Pennsylvania station and Sunnyside yard, New York, for charging storage batteries on Pullman and foreign line cars.	150,763	2,604 51
D. C. current furnished sundry tenants at Pennsylvania station and Sunnyside yard.....	41,162	663 96
A. C. current furnished sundry tenants at Pennsylvania station and adjacent points.....	125,485	5,483 38
Hudson-Manhattan R. R. Co., for electric current A. C. delivered from P. R. R. sub-station No. 2 to H. & M. sub-station No. 1, for use of electric traction.....	5,000	100 00
Terry & Tench Co., Inc., for electric current, A. C. furnished from respondent's feeders at Sunnyside yard to operate an electrically-driven air compressor in connection with work of riveting elevated structure along the Long Island yard.....	2,700	175 15
Total.....	102,086,561	\$759,274 73

^a Report of 1914. ^a [Purchase money mortgage. Report of 1913.] ¹⁰ Interest on \$10,000.00, July 1, 1915 to Aug. 4, 1915; on \$5,000, Aug. 4, 1915 to Feb. 4, 1916.
Mortgage of \$16,000 due Sept. 11, 1915 was reduced on Sept. 20, 1915 to \$14,000 and maturity extended to Sept. 11, 1918 and interest rate increased from 5 per cent to 5½ per cent.
¹¹ Interest on \$16,000, at 5%, Mar. 11, 1915 to Sept. 11, 1915; on \$14,000 at 5½%, Sept. 11, 1915 to May 11, 1916.
¹² [Capital stock was issued to take up the stock of the companies party to the consideration—Report of 1908.] ¹³ Interest on

Pennsylvania Tunnel and Terminal Railroad Company
Expenses of Long Island City Power Station for Generating Power

Name of Account	Total generating expenses	Portion of total generating expenses applicable to power sold
Station superintendence and care.....	\$11,244 40	\$7,924 91
Boiler labor.....	32,557 97	23,103 67
Engine labor.....	20,414 12	14,310 30
Electric labor.....	6,167 81	4,323 63
Power plant labor.....	\$70,384 30	\$49,662 51
Fuel for steam.....	\$348,233 37	\$289,927 96
Water for steam power and gas.....	22,903 77	16,227 87
Lubricants for power.....	1,947 25	1,372 04
Production supplies.....	559 64	394 61
Station expense.....	8,081 45	6,116 61
Total supplies.....	\$382,325 48	\$314,039 09
Repairs of power plant buildings.....	\$3,842 77	\$2,700 20
Repairs of furnaces and boilers.....	23,945 83	16,950 10
Repairs of boiler apparatus.....	6,825 50	4,831 50
Repairs of steam accessories.....	16,459 71	11,553 53
Repairs of steam turbines.....	11,457 36	8,031 61
Repairs of other steam engine equipment.....	1,216 81	852 98
Repairs of electric generators.....	3,631 16	2,545 44
Repairs of accessory electric equipment.....	3,082 41	2,581 37
Repairs of station tools and implements.....	1,711 72	1,205 98
Total repairs.....	\$72,773 27	\$51,252 71
Steam transferred to district heating — Cr.....	\$11,590 47	\$11,590 47
Total cost of power generated.....	\$513,892 58	\$403,363 84

Power Bought and Sold

NAME OF COMPANY	Total number of kw. hours delivered	Average price per kw. hour (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expenses
<i>Power sold</i>					
Long Island R. R. Co., A. C....	89,917,870	0.73	\$656,706 83	\$656,706 83	.....
Long Island R. R. Co., D. C....	38,530	0.73	281 92	} 30,606 08	.....
	297,918	1.312	3,909 20		
Pennsylvania R. R., D. C.....	5,476,432	0.482	26,413 96	} 62,935 82	.....
	6,030,701	1.043	62,935 82		
Miscellaneous sales, A. C.....	5,000	2.00	100 00	} 5,758 51	.....
	2,700	6.487	175 15		
Miscellaneous sales, D. C.....	125,485	4.37	5,483 36	} 3,268 49	.....
	150,763	1.727	2,604 51		
	41,162	1.613	663 98		
<i>Power bought</i>					
Long Island R. R., D. C.....	52,800	1.	580 80	.....	\$580 80
Public Service Electric Co., A. C.	1,400	2.0	28 00	.....	28 00
Hudson & Manhattan R. R., A. C.....	2,600	2.0	52 00	.....	52 00
Total.....				\$759,274 73	\$660 80

MISCELLANEOUS STATISTICS

Production and Consumption of Electric Energy

Total kw. hours generated, A. C., 147,335,000; D. C., 1,195,000; tons of bituminous coal consumed, 154,494; average number of pounds per kw. hour generated, 2.08. Power bought, as shown in schedule above, A. C., 4,000 kw. hours; D. C., 52,800 kw. hours. Total number of kw. hours generated and bought during the year, A. C., 147,339,000; D. C., 1,247,800. Disposition of electric energy (kw. hours): Sales, as shown in schedule above, A. C., 90,046,055; D. C.

Pennsylvania Tunnel and Terminal Railroad Company

12,040,506; current consumed, A. C., 9,737,898; D. C., 29,278,623 (detail of current consumed) For lighting, operating sump pumps, heating system, signals and miscellaneous appliances on Manhattan division, A. C., 5,793,578; used at power house, for operating auxiliaries. etc., D. C., 1,156,470; for operating trains on Manhattan division, D. C., 26,772,493; for lighting and for operating miscellaneous tools and appliances on Manhattan division, and for car battery charging, D. C., 1,006,187; for operating elevators, drawbridges, mail conveyors and miscellaneous machinery, D. C., 343,473; used at power house and sub-stations for operating auxiliary apparatus, A. C., 3,944,320); lost in transmission and conversion, A. C. and D. C., 7,583,718.

Power Plant Equipment

ITEM	IN SERVICE AT CLOSE OF YEAR			
	Num- ber of units	RATED CAPACITY		
		Total	Maximum	Minimum
<i>Station Equipment</i>				
Boilers, water tube, with superheater.....hp.	36	18,900	525	525
Feedwater heaters.....hp.	2	30,000	15,000	15,000
Economizers.....hp.	8	16,800	525	525
Condensers.....	8	53,500	15,000	3,000
Steam engines reciprocating (auxiliary) direct con- nected.....hp	3	450	150	150
Turbo-Units, A. C.....kw.	10	55,500	15,000	1,000
Turbo-Units, D. C. ¹⁴.....kw.	2	400	200	200
Exciters, motor-driven.....kw.	3	300	200	25
Exciters, steam-driven ¹⁴.....kw.	2	400	200	200
Switchboard generator panels.....kw.	10	55,500	15,000	1,000
Switchboard feeder panels.....kw.	5	111,000	35,000	3,000
Other switchboard panels.....kw.	12	1,400	200	50
Storage-battery cells, 1-hr. rating.....a. h.	110	360	360	360
Storage battery cells, 3-hr. rating.....a. h.	110	100	100	100
Transformers (transmission).....kw.	3	300	100	100
Transformers (for auxiliaries).....kw.	6	1,125	200	175
<i>Sub-station Equipment</i>				
Switchboard A. C. line panels.....kw.	3	19,200	6,400	6,400
Switchboard A. C. rotary panels.....kw.	6	12,000	2,000	2,000
Switchboard D. C. rotary panels.....kw.	8	16,000	2,000	2,000
Switchboard feeder panels.....kw.	30	60,000	2,000	2,000
Other switchboard panels (control).....	10			
Rotaries.....kw.	6	12,000	2,000	2,000
Transformers for rotaries.....kw.	18	13,500	750	750
Other transformers (current and potential).....	102			
Storage-battery cells for station use.....a. h.	60	400	64	64
Transformers (miscellaneous).....kw.	3	348	116	116

Officers.— President, Samuel Rea; Vice-President, A. J. County; Secretary, Lewis Neilson; Treasurer, J. F. Fahnestock; General Counsel, F. I. Gowen; General Solicitor, G. S. Patterson; Comptroller, C. M. Bunting; Chief Engineer, A. C. Shand.

Directors.— Samuel Rea, Henry Tatnall, Thomas De Witt Cuyler, John D. Crimmins, Percival Roberts, Jr., W. W. Atterbury, W. H. Myers, Samuel S. Dennis, W. H. Barnes, A. J. County.

Main Business Office.— Broad Street Station, Philadelphia, Pa.

Report verified by J. F. Fahnestock, Treasurer, on January 17, 1917.

PROSPECT PARK AND CONEY ISLAND RAILROAD COMPANY
LESSOR

History.— The Park Avenue Railroad Company, incorporated on February 12, 1870, and the Greenwood & Coney Island Railroad Company, incorporated August 16, 1872, were consolidated to form the Prospect Park & Coney Island Railroad Company, on October 9, 1874, by special act of the Legislature, passed May 12, 1874. Operation was begun in 1875.

[On November 17, 1879, this company acquired the lease of the New York & Coney Island Railroad Company, and on December 12, 1889, that of the Prospect Park & South Brooklyn Railroad Company. (For details, see the abstracts of these companies.)]¹

¹⁴ Same units reported under two different headings.

¹ See Documentary History in Annual Report 1913, Vol. V, pp. 1086 and 1088, and chart 4.

Prospect Park and Coney Island Railroad Company

On June 17, 1899, this company leased its railroad and right of way (owned and leased), to the Brooklyn Heights Railroad Company, for 999 years, which lease was assigned on February 28, 1907, to the South Brooklyn Railway Company.

Stock control of this company is held by The Long Island Railroad Company, through ownership of a majority of its capital stock.

[Terms of Lease.]—The principal provisions of the lease to the Brooklyn Heights Railroad Company, on file with the Commission, are as follows: The lessee agrees: (1) to operate the property; (2) to make all repairs, replacements, and renewals, which may be reasonably needed, at its own expense; (3) to assume the obligations of this company under the leases of the New York & Coney Island Railroad and Prospect Park & South Brooklyn Railroad companies, excepting the payment of rent to these companies; (4) to pay an annual rental of \$40,000 during the first 10 years of the lease, and \$45,000 per annum thereafter; (5) to pay taxes, assessments, and any other charges which may be imposed upon the property; (6) that in case of default in rental payments, or of failure to comply with the provisions of the lease for 60 days, the lessor may re-enter and take possession of its property and any additions made thereto, without impairing its right for damages from the lessee; (7) at expiration or sooner termination of the lease, to return the property of the lessor, in at least as good order and condition as when delivered to the lessee under this lease.

This company agrees to pay the lessee, in event of the expiration or earlier termination of this lease, for any cause other than a breach by the lessee, the reasonable value at the date of such expiration of the extension of the said railroads and the branches therefrom and of additions and betterments in the nature of permanent improvements (not including those necessary to keep the road in a good state of repair under the terms of this lease), which may be necessary for the proper operation of the property. Any other branches, improvements, additions and betterments upon the demised property may be removed by the lessee.]

Stockholders and Members.—Total voting power of all members of the company, 2,500, each holder of \$100 par value of capital stock having one vote; total number of stockholders, 21, of whom 19, holding 2,463 shares, resided in New York State. Total number of votes cast at the last general meeting, September 20, 1915, 1,858½, of which Frank E. Haff cast 40 in behalf of himself, and 1,743½ in behalf of corporate members, and A. T. Beiter cast 75 in behalf of corporate members.

Important Changes during the Year.—None. No additional rights or franchises were acquired.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$16,857 41	Cash.....	\$4,409 34	D \$12,448 07
1,750 00	Other current assets.....	1,750 00	.....
1,089,895 86	" Fixed Capital, Dec. 31, 1908 ".....	1,089,895 86	.....
2,605 03	Suspense.....	9,710 30	7,105 27
22,528 53	Purchase of leaseholds at Coney Island.....	22,528 53	.....
520,577 05	Corporate deficit.....	526,109 74	5,532 69
<u>\$1,654,213 88</u>	Total.....	<u>\$1,654,403 77</u>	<u>\$189 89</u>
LIABILITIES SIDE			
\$58 98	Taxes accrued.....	\$72 10	\$13 12
430,500 00	Working advances due associated companies ² ..	430,500 00	.....
964 87	Miscellaneous accounts payable ⁴	964 87	.....
14,075 00	Interest accrued on funded debt.....	14,255 00	180 00
8,610 00	Interest accrued on unfunded debt.....	8,610 00	.....
5 03	Other unfunded debt.....	1 80	D 3 23
700,000 00	Funded debt, mortgage bonds.....	700,000 00	.....
250,000 00	Miscellaneous funded debt.....	250,000 00	.....
250,000 00	Capital stock.....	250,000 00	.....
<u>\$1,654,213 88</u>	Total.....	<u>\$1,654,403 77</u>	<u>\$189 89</u>

Contingent Liabilities.—None.

² Expenses in connection with reacquiring securities of the Prospect Park & Coney Island R. R. Co., \$7,075.50; account of condemnation of property at Coney Island, \$2,633; federal income tax deductions, \$1.80.

³ Note due Long Island Railroad. Interest accrued and paid during year, \$17,220. [Details shown in 1913 report as follows: Demand note of January 2, 1912, interest at 4% payable January and July.]

⁴ [Apparently owing to the New York & Coney Island Railroad Co., which company reports such amount as due from an associated company.]

Prospect Park and Coney Island Railroad Company

Valuation of Property for Purposes of Taxation.—(For details, see abstract of the South Brooklyn Railway Co., lessee.)

"Fixed Capital, December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Grading, masonry and ballast.....	\$238,951 67	.....	\$238,951 67
Bridges.....	19,815 32	.....	19,815 32
Superstructure (including ties).....	114,910 12	.....	114,910 12
Rails.....	104,295 09	.....	104,295 09
Land.....	244,433 25	.....	244,433 25
Land damages.....	24,266 52	.....	24,266 52
Fences.....	2,929 92	.....	2,929 92
Passenger and freight stations.....	234,552 64	.....	234,552 64
Shops, machinery and tools.....	13,182 41	.....	13,182 41
Fuel and water stations.....	6,615 61	.....	6,615 61
Engineering and superintendence.....	2,224 07	.....	2,224 07
Wharfing.....	1,576 65	.....	1,576 65
Flagman's houses and safety signals.....	4,941 98	.....	4,941 98
Union depot improvements.....	36,884 58	.....	36,884 58
South Brooklyn R. R. terminal connection.....	5,370 51	.....	5,370 51
Docks and wharves.....	4,945 52	.....	4,945 52
Total.....	\$1,089,895 86	.....	\$1,089,895 86

Particulars of Stock and Funded Debt	Securities			
	Common stock	First mortgage bonds	Second mortgage bonds	Income bonds
Nominal date of issue.....	Jan. 18, 1886	Feb. 25, 1891	May 1, 1880	
Date of maturity.....	Feb. 1, 1926	Mar. 1, 1931	May 1, 1920	
Interest, rate and date.....	4½%, 6% Feb. 1 & Aug. 1	4½%, 6% Mar. 1 & Sept. 1	6%, May 1 & Nov. 1	
Denominations.....	1 share = \$100	\$1,000	\$1,000	
Authorized by company.....	\$500,000	500,000	200,000	\$250,000
By public authority.....	500,000	500,000	200,000	250,000
Actually issued, prior to year.....	500,000	500,000	200,000	250,000
Cash realized.....	250,000	N. R.	N. R.	N. R.
Property consideration.....				
Services consideration.....	250,000			
Discount.....				
Reacquired and retired.....	250,000			
Actually outstanding.....	\$ 250,000	500,000	200,000	250,000
Interest accrued and dividends declared.....		24,900	10,560	
Interest charged to income.....		24,900	10,560	
Interest and dividends paid.....		24,720	10,560	
Interest and dividends not due...		10,375	3,520	
Interest and dividends matured and unpaid.....		360		
Trustee under mortgages.....		United States Mortgage & Trust Co.		

⁵ ["Interest on \$340,000 reduced from 6 per cent on account of guarantee of payment of principal and interest by the Long Island Railroad Company. Balance of \$160,000 at 6 per cent not guaranteed." From company's 1913 report to the Commission.]

⁶ ["Interest on \$96,000 reduced from 6 per cent on account of guarantee of payment of principal and interest by the Long Island Railroad Company. Balance \$104,000 at 6 per cent not guaranteed." From company's 1913 report to the Commission.]

⁷ [Interest payable out of the net earnings of each year after payment of interest on the prior bonded indebtedness which interest is not cumulative. The bonds are not secured by mortgage. From company's 1913 report to the Commission.]

⁸ [At a meeting of the stockholders held on February 27, 1880, the capital stock was reduced from \$500,000 to \$250,000. See Documentary History in Annual Report, 1913, Vol. V, page 1086.]

Prospect Park and Coney Island Railroad Company

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Non-operating revenue:		
Rent for lease of road (South Brooklyn Ry. Co.).....	\$45,000 00	.....
Miscellaneous rent revenues (from land at Coney Island)....	33,580 48	D \$6,158 14
Total.....	\$78,580 48	D \$6,158 14
Non-operating revenue deductions (taxes on property, \$14,222.54; expenses on property, \$1,000.05; land expenses, \$178.18).....	15,400 77	D 9,644 51
Gross income applicable to corporate and leased properties.....	\$63,179 71	D \$3,486 37
Deductions from gross income:		
Interest on funded debt.....	\$35,460 00	.....
Other interest deductions.....	17,220 00	.....
Rent for lease of other road and equipment *.....	13,000 00	.....
Federal income tax on bond interest.....	82 40	D \$9 72
Total deductions.....	\$65,712 40	D \$9 72
Net corporate loss.....	\$2,532 69	D \$3,496 09
Deficit, June 30, 1915.....	520,577 05	
Total.....	\$523,109 74	
Uncollected rents.....	3,000 00	
Deficit, June 30, 1916.....	\$523,109 74	

Description of Road.— Right of way extending from the corner of Ninth avenue and 20th street to Coney Island. (For details, see abstract of South Brooklyn Railway Co.)

Officers.— President, Ralph Peters; Vice-President, C. L. Addison; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock; Assistant Treasurer, John M. Wood; General Auditor, A. B. Bierck; Comptroller, C. M. Bunting; Assistant Comptrollers, E. A. Stockton and J. S. Donaldson; Counsel, J. F. Keany.

Directors.— C. L. Addison, A. T. Beiter, W. F. Brown, Frank E. Haff, Joseph F. Keany, Ralph Peters, George W. Wingate.

General Offices.— Pennsylvania station, New York City.

Report verified by Ralph Peters, President, September 19, 1916.

PROSPECT PARK AND SOUTH BROOKLYN RAILROAD COMPANY

LESSOR

*History*¹ — Incorporated June 15, 1888, under the Railroad Law of 1850. On December 12, 1889, the road and equipment of this company were leased to the Prospect Park and Coney Island Railroad Company for the term of the company's corporate existence, [effective January 1, 1890. On June 17, 1899, the lease was extended for a term of 999 years from that date. On the same date, the Prospect Park and Coney Island Railroad Co. leased its property and franchises, including the property and franchises of this company, to the Brooklyn Heights Railroad Company, which company in turn, on February 28, 1907, transferred its rights under the lease to the South Brooklyn Railway Company, the present operator of this company's property.]

Since July 5, 1912, this company has been controlled by the South Brooklyn Railway Company (a B. R. T. subsidiary) which owns 495 out of the total of 500 shares of capital stock outstanding.

[*Terms of Lease.*— The principal provisions of the lease of December 12, 1889, on file with the Commission, are as follows: Lessee agrees: (1) to pay a yearly rental of \$3,000 free and clear of all taxes and charges of every description; (2) to operate the property; (3) to make all repairs, replace-

* Rental New York & Coney Island Railroad Co., \$10,000, and of Prospect Park & South Brooklyn Railroad Co., \$3,000. [See abstract of these companies for terms of lease.]

¹[See Documentary History in Annual Report, 1913, Vol. V, pp. 1091, 1092, and 1097, and chart 4.]

Prospect Park and South Brooklyn Railroad Company

ments and renewals which may be needed, at its own expense; (4) that in case of default in the payment of rent, taxes, assessments, and other charges, or of failure to comply with the provisions of the lease for 30 days, the lessor may, upon 10 days' written notice to the lessee, re-enter and take possession of the property, without impairing its right for damages from lessee; (5) at expiration or sooner determination of the lease, to return the property to the lessor, in at least as good order and condition as when the same was delivered to the lessee, together with all additions, betterments and other improvements as may have been made thereto.]

Stockholders and Members.—Total voting power of all members of the company, 500, each, holder of \$100 par value of capital stock having one vote; total number of stockholders, 6 all of whom reside in New York State; total number of votes cast at last general meeting, February 3, 1916, 500; T. S. Williams and C. D. Meneely (authorized proxies) casting 495 votes on behalf of South Brooklyn Railway Co. and 5 on behalf of other members.

Important Changes during the Year.—None. There were no additional rights or franchises acquired during the year.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$3,858 56	Cash.....	\$8,087 00	\$4,228 44
25,000 00	Bills receivable — due on demand ²	25,000 00	.....
482 63	Interest and dividends receivable ³	625 00	142 37
	"Fixed Capital, Dec. 31, 1908":		
2,726 18	Real estate used in operation of road.....	438 91	D ⁴ 2,287 27
31,950 82	Track and roadway construction.....	31,950 82	.....
<u>\$64,018 19</u>	<u>Total.....</u>	<u>\$66,101 73</u>	<u>\$2,083 54</u>
	LIABILITIES SIDE		
\$2,287 27	Suspense ⁴.....	.....	D \$2,287 27
50,000 00	Capital stock.....	\$50,000 00	.....
11,730 92	Corporate surplus.....	16,101 73	4,370 81
<u>\$64,018 19</u>	<u>Total.....</u>	<u>\$66,101 73</u>	<u>\$2,083 54</u>

Contingent Liabilities.—None.

Valuation of Property for Purposes of Taxation.—(For details, see abstract of the South Brooklyn Railway Co.)

Capital Stock.—Common, authorized, 500 shares of \$100 par value each; amount issued, 500 shares of a par value of \$50,000, cash and property consideration, \$50,000; amount outstanding, \$50,000; none held by or on behalf of the respondent; no dividends declared.

Income Statement.—Rent accrued from lease of road and equipment, \$3,000; interest revenues, \$1,370.81; net corporate income, \$4,370.81; surplus, June 30, 1915, \$11,730.92; surplus, June 30, 1916, \$16,101.73.

Description of Road—Extends from Ninth avenue and 38th street about 1.15 miles to Kensington Junction, Brooklyn.

Officers.—President, T. S. Williams; Vice-President and Treasurer, C. D. Meneely; Secretary, J. H. Bennington; Assistant Treasurer, W. J. O'Neill; Comptroller, Howard Abel; Counsel, George D. Yeomans.

Directors.—T. S. Williams, C. D. Meneely, C. L. Woody, G. D. Yeomans, A. M. Williams; H. A. Bullock, J. H. Bennington.

Main Business Office.—85 Clinton street, Brooklyn, New York City.

Report verified by C. D. Meneely, Vice-President and Treasurer, on September 29, 1916.

RICHMOND LIGHT AND RAILROAD COMPANY

[*History.*—The Richmond Light Company was incorporated August 1, 1902 under the Transportation Corporations Law, chapter 536, laws of 1890, as amended, as an electric lighting company, to take over the properties of the New York & Staten Island Electric Company, sold under foreclosure proceedings on August 16, 1902. On August 18, 1902, the stockholders filed an amended

² Note of Brooklyn Rapid Transit Co., with interest at 5 per cent.

³ Interest on B. R. T. Co. note. (See note 2.)

⁴ [Proceeds from sale of land at Ninth avenue and 38th street, Brooklyn, to Transit Development Co., December 31, 1914.—From 1915 report.]

Richmond Light and Railroad Company

^certificate of incorporation which changed the name to Richmond Light & Railroad Company and extended the company's powers enabling it also to build and operate an electric railroad. On August 20, 1902, the company purchased the property of the Richmond Street Railway Company, a reorganization of the Staten Island Electric Railroad Company, which was incorporated December 11, 1894. Initial transportation operation was begun in 1868 by one of the predecessor companies, the Staten Island Horse Railroad Company.¹ Respondent controls the New Jersey and Staten Island Ferry Company and the Southfield Beach Railroad Company through the ownership of securities acquired in 1902.

Stockholders and Members.— Total voting power of all members of the company, 26,248,² each holder of \$100 par value having one vote; total number of stockholders, July 3, 1915, 61, of whom 57 holding 25,492 shares, were residents of New York State. [The principal stockholders, as reported on June 30, 1909, were as follows: H. H. Rogers, W. G. Oakman, and Frederic Bull, voting trustees, \$2,495,400; Austin B. Fletcher, New York City, \$92,400; Henry J. Braker, New York City, \$41,700; Dominick Brothers & Co., New York City, \$41,200; J. I. Burke, New York City, \$39,200; John F. Carroll, New York City, \$31,200; Charles R. Flint, New York City, \$31,200; Estate W. K. Gelshenon, New York City, \$15,600; Tobey & Kirk, New York City, \$12,500; J. T. Davis, New York City, \$10,100; Henry C. Dick, New York City, \$10,000; J. H. Shearman, New York City, \$10,000]. Total number of votes cast at the last general meeting, July 20, 1915, 16,918, of which C. W. Hotchkiss cast 15,460 on behalf of individual members and 115 on behalf of himself. Richard R. Hamilton cast 1,341 on behalf of individual members, and R. L. Rand and J. E. Phillips each cast 1 in behalf of themselves.

Important Changes during the Year.— The mileage of the main line north was lengthened .02 miles. Castleton avenue sidings and turnouts were lengthened .07 miles. Power agreement with the Southfield Beach R. R. Company was modified in May, 1916, so that the cost of power supplied to all railroads by the Livingston powerhouse of respondent's lighting department is pro-rated in proportion to the relative car-miles operated by each road.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$29,897 03	Cash.....	\$371,148 84	\$341,251 81
50,079 44	Special deposits.....	50,307 44	228 00
³ 154,606 62	Accounts receivable.....	165,442 00	10,835 38
³ 80,912 44	Materials and supplies.....	109,637 67	28,725 23
227,500 00	Stocks of associated companies.....	227,500 00	.....
75,000 00	Funded debt of associated companies.....	75,000 00	.....
10,000 00	Securities of non-associated companies.....	10,000 00	.....
2,000 00	Miscellaneous investments.....	2,000 00	.....
4,281,289 47	" Fixed Capital, Dec. 31, 1908 ".....	4,189,337 51	D 91,951 96
	Fixed capital installed since 1908:		
21,877 17	Street railway land.....	22,627 17	750 00
6,018 11	Intangible street railway capital.....	6,018 11	.....
219,841 43	Tangible street railway capital.....	223,586 60	3,745 17
435,375 81	Lighting department.....	475,393 37	40,017 56
4,964,421 99	Total fixed capital — gross.....	4,916,962 76	D 47,459 23
109,453 84	Less accrued amortization.....	158,126 34	48,671 50
4,854,968 15	Total fixed capital — net.....	4,758,837 42	D 96,130 73
143,300 38	Construction in process.....	296,867 89	153,567 51
19,566 51	Advances to associated companies.....	43,224 29	23,657 78
1,297 44	Prepayments — insurance.....	1,132 37	D 165 07
³ 101,059 18	Suspense.....	76,009 52	D 25,049 66
416,663 43	Corporate deficit.....	313,511 80	D103,151 63
<hr/> \$6,166,830 62		<hr/> \$6,500,619 24	<hr/> \$333,788 62

¹ See Documentary History in Annual Report, 1913, Vol. V, pp. 1109 and chart No. 3.

² The remaining 2,469½ shares are represented by voting trust certificates, without voting power, which have not been exchanged for stock certificates.

³ Includes \$153,020.03 accounts receivable; \$47,639.97 material and supplies; \$11,059.18 suspense, reported in 1915 as Current Assets and temporary debits of lighting department.

Richmond Light and Railroad Company

BALANCE SHEET — *Concluded*

June 30, 1915	LIABILITIES SIDE	June 30, 1916	Increase or (D) decrease
\$146,139 41	Taxes accrued.....	\$133,438 99	D\$12,700 42
693,000 00	Miscellaneous bills payable.....	* 1,005,500 00	312,500 00
182,748 54	Miscellaneous accounts payable.....	182,611 86	863 32
46,160 00	Interest accrued on funded debt.....	46,420 00	260 00
.....	Interest accrued on unfunded debt.....	8,750 00	8,750 00
.....	Due for salaries and wages.....	5,855 24	5,855 24
17,475 72	Other unfunded debt.....	23,366 53	5,890 81
2,200,000 00	Funded debt — collateral trust bonds.....	2,200,000 00	.....
8,947 25	Casualties and insurance reserve.....	11,431 76	2,484 51
609 70	Other optional reserves.....	* 10,484 86	9,875 16
2,871,750 00	Capital stock.....	* 2,871,750 00	.....
<u>\$6,166,830 62</u>	<u>Total.....</u>	<u>\$6,500,619 24</u>	<u>\$333,788 62</u>

Contingent Liabilities.— Balance to be paid on Nettleton Spring, \$20,500; for disputed taxes, see the taxes schedule.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916 filed by respondent:	Gross value ⁷	Same less depreciation
Real property outside streets and public places.....	\$689,662 99	.....
Real property in streets — tangible.....	1,475,225 25	.....
Tangible personal property.....	32,170 88	.....
		<u>Borough of Richmond</u>
Assessed valuation for 1916 taxes:		
Real property outside streets and public places, land and improvements.....		\$173,100 00
Real property (tangible and intangible) in streets.....		890,000 00
Tangible personal property.....		15,000 00

DETAILS OF ASSETS AND DEBIT BALANCES

"Fixed Capital December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Franchises.....	\$200,000 00	.....	\$200,000 00
Right of way.....	2,500 00	.....	2,500 00
Real estate used in operation of road.....	41,000 00	.....	41,000 00
Track and roadway construction.....	1,289,022 62	.....	1,289,022 62
Electric line construction.....	92,002 11	\$208 00	91,794 11
Buildings and fixtures used in operation of road..	89,000 00	22 50	88,977 50
Shop tools and machinery.....	2,517 29	.....	2,517 29
Cars.....	165,830 43	.....	165,830 43
Electric equipment of cars.....	194,247 89	.....	194,247 89
Miscellaneous equipment.....	17,245 39	.....	17,245 39
Organization.....	308,459 23	20,000 00	288,459 23
Total — railroad department.....	\$2,401,824 96	\$20,230 50	\$2,381,594 46
Electric department.....	1,879,464 51	71,721 46	1,807,743 05
Total.....	<u>\$4,281,289 47</u>	<u>\$91,951 96</u>	<u>\$4,189,337 51</u>

Details of Capital Withdrawn.— 26 30-foot poles, \$208; flag pole removed from car barn, \$22.50; unlisted assets at time of general take over, \$20,000, here credited to Organization expenses; total, \$20,230.50.

⁴ Includes \$27,500 in favor of the Staten Island Midland Ry. Co.

⁵ Includes suspense credit balances, railroad department, \$4,021.06; lighting department, \$5,504.74; total, \$9,525.82.

⁶ Includes voting trust certificates, \$246,950.

⁷ Respondent reports this as book value.

Richmond Light and Railroad Company

Fixed Street-Railway Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during the year	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchises.....				\$1,000 00
Other intangible street railway capital.....				5,018 11
Right of way.....				12,707 29
Other street railway land.....	\$750 00			9,919 88
Grading.....				4,134 51
Ties.....	20 80			7,556 65
Rails, rail fastenings and joints.....				17,520 41
Special work.....	80 38			60,070 79
Track laying and surfacing.....				17,817 14
Paving.....	2,421 70			44,948 44
Roadway tools.....	611 62			611 62
Interlocking and other signal apparatus...	338 39			4,358 74
Poles and fixtures.....	65 50			1,965 40
Distribution system.....				9,944 24
General office buildings and fixtures.....	179 53			36,778 91
Shops and car houses.....				434 00
Stations, waiting-rooms and miscellaneous buildings.....	27 25			3,434 67
Shop equipment.....				240 86
Revenue cars.....				12,575 43
Miscellaneous equipment.....				606 86
Engineering and superintendence.....				587 93
Total.....	\$4,495 17			\$252,231 88

Details of Expenditures for Improvements.—Lot on Brook street, \$750: Paving Richmond turnpike, Cebra avenue to Louis street, \$1,073.78; Harbor road to South avenue, \$1,347.92; track grinder, \$611.62; minor projects, \$711.85: total, \$4,495.17.

Land Acquired During the Year and Devoted to Street Railway Operations.—Lot on Brook street, Ward 1, Plot 15, Block 1, lot 4, acquired in May, 1916, amount at which carried on respondent's books, ² \$750.

Miscellaneous Investments ³

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
New Jersey & S. I. Ferry Co.:				
6 per cent bonds ¹⁰ date of maturity, indefinite.....	\$75,000 00	(¹¹)	\$75,000 00	\$4,500 00
Capital stock.....	100,000 00	(¹¹)	100,000 00	5,000 00
South Shore Amusement Co. stock..	10,000 00	(¹²)	10,000 00	450 00
City of New York, 4½%, corporate stock, maturing 1960.....	2,000 00	\$2,000 00	2,000 00	85 00
Southfield Beach R. R. Co. stock...	127,500 00	(¹¹)	127,500 00	.....
Total.....	\$314,500 00		\$314,500 00	\$10,035 00

Temporary Advances to Associated Companies.—Staten Island Midland Ry. Co., balance at beginning of year, \$16,401.80; balance at close of year, \$40,831.83; New Jersey and Staten Island Ferry Co., balance at beginning of year, \$1,823.24; balance at close of year, \$1,549.39; Southfield Beach R. R. Co., balance at beginning of year, \$1,341.47; balance at close of year, \$843.07; total, \$43,224.29.

² Cost incomplete; further charges are to be made to the cost of this property.

³ Investments are bound, except the South Shore Amusement Co. stock.

¹⁰ [Date of maturity was reported by respondent in its 1915 report, as April, 1916.]

¹¹ "Accepted in general takeover."

¹² Under reorganization of South Beach Amusement Co., \$26,250 of its stocks and bonds were exchanged for \$10,000 stock; balance, \$16,250, written off in 1908.

Richmond Light and Railroad Company

Special Deposits.— Coupon special deposits, \$46,420; with Guaranty Trust Co., for special construction, \$954.08; New York Investment and Improvement Co., \$2,933.36; total, \$50,307.44.

Materials and Supplies.— Parts, ties, poles, hardware, electric equipment, wire, repair materials for way structures and equipment, \$32,170.82; lighting department, \$77,466.85; total, \$109,637.67.

Suspense.— New York Investment and Improvement Company stock, set up as a Suspense account which will be amortized at the rate of \$28,000, annually, \$62,000; services and expenses of consulting engineer in connection with lighting department, power plant improvements, \$14,009.52; total, \$76,009.52.

DETAILS OF LIABILITIES AND CREDIT BALANCES

Particulars of Stock and Funded Debt	Securities	
	Common stock	First and collateral trust mortgage bonds
Nominal date of issue.....	_____	Aug. 21, 1902
Date of maturity.....	_____	July 1, 1952
Interest, rate and dates.....	_____	4% Jan. & July
Denominations.....	1 share=\$100	\$1,000 00
Authorized by company.....	\$3,000,000 00	2,500,000 00
By public authority.....	3,000,000 00	_____
Only nominally issued.....	¹³ 128,250 00	300,000 00
Pledged.....	¹⁴ 127,750 00	¹⁴ 300,000 00
Actually issued prior to year.....	2,871,750 00	2,200,000 00
Cash realized.....	(¹⁵)	(¹⁵)
Property consideration.....	(¹⁵)	(¹⁵)
Actually outstanding.....	2,871,750 00	2,200,000 00
Interest accrued and dividends declared.....	_____	88,000 00
Interest charged to income.....	_____	88,000 00
Interest and dividends paid.....	_____	87,740 00
Interest and dividends matured and unpaid.....	_____	46,420 00
Market price.....	Not listed	Not listed
Trustees under mortgage.....	_____	Guaranty Trust Co.

Miscellaneous Bills Payable.— H. H. Rogers Estate, \$693,000; Guarantee Trust Co., \$275,000; Corn Exchange Bank, \$10,000; total, \$978,000.

Other Unfunded Debt.— Consumers' meter deposits, \$18,147.42; consumers' line construction, \$4,256.61; employees' supplies deposits, \$962.50; total, \$23,366.53.

Taxes Accrued.— See schedule supporting income statement.

	Reserves			
	Credit balance June 30, 1915	Credits during year	Debits during year	Credit balance June 30, 1916
Amortization of capital:				
Railroad department.....	\$12,132 72	\$15,623 17	.....	\$27,755 89
Lighting department.....	97,321 12	112,074 08	\$79,546 29	129,848 91
Depreciation of distribution system, railroad department... ..	.....	520 54	.....	520 54
Casualties and insurance:				
Casualties and damages.....	1,389 83	11,005 61	5,507 10	6,838 34
Expired insurance.....	7,557 42	4,543 42	7,557 42	4,543 42
Other optional:				
Unused tickets.....	349 43	6,627 38	6,045 24	931 57
Accrued personal income tax.....	180 80	.....	153 33	27 47

¹³ Includes \$500 issued to qualify directors [from 1914 report].
¹⁴ Pledged to H. H. Rogers' estate [as collateral to bills payable].
¹⁵ Exchanged for sundry assets in general takeover.

Richmond Light and Railroad Company
INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Revenue from transportation.....	\$397,221 07	\$16,736 07
Other street railway operating revenues.....	10,329 31	D 2,453 39
Total operating revenue.....	\$407,550 38	\$14,282 68
Operating expenses:		
Maintenance of way and structures.....	\$26,275 40	D \$9,709 91
Maintenance of equipment.....	36,336 57	D 12,535 49
Power.....	66,374 82	D 13,047 00
Operation of cars.....	108,490 38	1,345 90
Injuries to persons and property.....	17,884 60	1,876 16
Other general expenses.....	34,564 20	3,763 96
Total operating expenses.....	\$289,925 97	D \$28,306 38
Taxes accrued.....	16,500 00	3,597 40
Total revenue deductions.....	\$306,425 97	D \$24,708 98
Income from street railway operations.....	\$101,124 41	\$38,991 66
Income from outside operations (lighting department).....	193,726 42	49,404 39
Total operating income.....	\$294,850 83	\$88,396 05
Non-operating income: Rent of Bank street building, \$2,500; interest on investments, \$4,585; on bank balances, \$3,287.57; dividends on stocks of South Shore Amusement Co., \$450; and New Jersey and Staten Island Ferry Co., \$5,000. Less deduction, taxes on Bank street building, \$484.40.....	15,338 17	7,933 64
Gross income applicable to corporate and leased properties.....	\$310,189 00	\$96,329 69
Deductions from gross income:		
Interest on funded debt.....	\$88,000 00	.....
Other interest deductions: On notes payable, \$49,081.97; on consumers' deposits of lighting department, \$250.98..	49,332 95	\$5,548 68
Track and terminal privileges.....	10,523 21	156 00
Hire of equipment.....	6,802 74	3,754 20
Other contractual deductions: Federal income tax on coupons of first mortgage and collateral trust bonds.....	520 00	119 40
Miscellaneous rent deductions: Lot on Pike street, Tomp- kinsville.....	85 00	85 00
Total.....	\$155,263 90	\$9,663 28
Net corporate income.....	\$154,925 10	\$86,666 41

	Amount
Deficit June 30, 1915.....	\$416,663 43
Amortisation of New York Investment and Improvement Co. stock.....	28,000 00
Amortisation of intangible capital, lighting department.....	5,149 92
New Jersey and Staten Island Ferry Co. ¹⁶	10,000 00
Insurance adjustment.....	2,133 26
Operating expenses prior period ¹⁷	6,665 62
Minor items.....	1,569 35
Total.....	\$470,181 58

¹⁶ This item concurrently credited to "Fixed Capital December 31, 1908," represents correction of error in prior period.

¹⁷ Includes credit of \$3,681.93 to Fixed Capital, made by direction of Engineering Department of Public Service Commission.

Richmond Light and Railroad Company		Amount
CORPORATE DEFICIT — <i>Concluded</i>		
Credit balance for year transferred from income.....	\$154,925 10	
Vouchers payable written off.....	850 57	
Minor items.....	894 11	
Total credits.....		156,669 78
Deficit June 30, 1916.....		<u>\$313,511 80</u>

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges, \$1,732.44.

Rent of tracks and terminals: Rent of track to [Staten Island Midland Ry. Co.], 10.78 miles, \$780.48; rent of St. George terminal to Staten Island Midland Ry. Co., \$2,000.

Rent of equipment: Rent of cars to Staten Island Midland Ry. Co. (at 1 cent a car-mile), \$3,659.66; to Southfield Beach R. R. Co. (at 2 cents per car mile), \$526.12.

Rent of buildings: Rent of offices in terminal building, St. George, to Staten Island Midland Ry. Co., \$800.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of way and structures" and "Depreciation of equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued amortization of capital," the official title of the depreciation reserve. Under date of November 29, 1909, this company filed with the Commission rules of depreciation which provided \$35,100 per annum for maintenance of way and structures and \$31,800 per annum for maintenance of equipment. These provisions, however, proved to be inadequate, and permission for the filing of new rules as of July 1, 1912, was granted by the Commission.

Under date of February 16, 1915, the company notified the Commission that for the purpose of establishing a reserve for the possible depreciation of equipment they had decided, beginning July 1, 1914, to set aside the sum of one cent per car mile operated. In accordance therewith in the year 1916, \$15,623.17 was charged to Depreciation of equipment and credited to the reserve. No charge during the year was made to Depreciation of way and structures.

Power Bought, Sold or Exchanged.— Received from the lighting department, 5,339,211 kw. hours at 1.23 cents per kw. hour, \$65,876.46.¹⁸ Proportionate cost of operating the Staten Island Midland Railway Company's Concord sub-station, \$498.36; total charged to operating expenses, \$66,374.82. Sold to Southfield Beach R. R. Co., 19,722 car miles at 2.5 cents per car mile, \$493.06 under the old agreement, and 17,689 kw. hours at 1.33 cents per kw. hour, \$235.50, under the new agreement; total, \$728.56, credited to revenue.

Rents Payable Charged to Operating Expenses.— Office, No. 55 Wall street, New York City, \$521.25

Class of Tax	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Taxes on lands.....	\$8,680 66	¹⁹ \$8,930 92	\$13,413 19	\$68,823 22
Taxes on improvements on lands...				
Corporate real property tax.....	2,000 58	²⁰ 2,000 58	1,731 70	.....
Special franchise.....	15,957 70	²¹ 15,188 11	22,961 18	²² 156,342 15
Local franchise — city.....	696 05	696 05	696 05	.....
Personal property.....	319 50	319 50	319 50	.....
Gross earnings — state.....	6,157 53	²³ 6,157 53	6,157 53	.....
Federal — income.....	191 71	191 71	191 71	.....
Total.....	<u>\$34,003 73</u>	<u>\$33,484 40</u>	<u>\$45,470 86</u>	<u>\$225,165 37</u>

¹⁸ This item and 5,718,686 kw. hours at 1.23 cents per kw. hour, \$70,619.90, sold to Staten Island Midland Ry. Company credited to operations of the lighting department. ¹⁹ Railroad department, \$1,550.44; lighting department, \$6,896.08; also includes \$484.40 charged to non-operating income. ²⁰ Railroad department, \$1,966.50; lighting department, \$34.08. ²¹ Railroad department, \$7,843.12; lighting department, \$7,344.99. ²² Liability for State special franchise tax is not admitted by respondent. ²³ Railroad department, \$3,932.68; lighting department \$2,224.85.

Richmond Light and Railroad Company

Miscellaneous Rent Deductions.—Track and terminal privileges: Terminal rights and rents for year, City of New York, Department of Docks and Ferries, \$10,395.99; Staten Island Midland Ry. Co., Castleton avenue line trackage at .004 cents per car mile, \$127.22; total, \$10,523.21. Hire of equipment: Rent of cars, Staten Island Midland Ry. Co., at one cent per car mile operated, \$6,802.74.

DESCRIPTION OF ROAD AND EQUIPMENT
Miles of Road and Track, June 30, 1916
Electrically Operated Surface Line, Overhead Trolley Contact

NAME OF ROAD OR BRANCH	Road	Second track	Sidings, turnouts, etc.	Total running track	Increases or (D) decreases
<i>Road owned by respondent</i>					
South Shore, St. George to South Beach.....	4.15	4.15	.07	8.37	.....
North Shore, St. George to Holland Hook.....	6.71	6.57	.03	13.31	.04
Bulls Head, Richmond avenue, Richmond terrace to Bulls Head.....	2.96	.20	.10	3.26	.....
Jersey street, St. George to Brook street car barn.	.81	.81	.01	1.63	.....
Castleton avenue, St. George to Columbia street, corner of Richmond terrace.....	2.66	.81	.13	3.60	.07
Total running track owned and maintained.	17.29	12.54	.34	30.17	.11
<i>Road occupied under trackage rights from the Staten Island Midland Ry. Co.²⁶</i>					
North Shore, on St. George and Holland Hook route.....	.....	.14	.....	.14	.....
Total track maintained.....	17.29	12.68	.34	30.31	.11
[Broadway to Columbia street] from Staten Island Midland Ry. Co.....	.46	.46	.....	.92	.....
Total tracks operated.....	17.75	13.14	.34	31.23	.11
<i>Track owned by respondent, but solely operated by the Staten Island Midland Ry. Co. under trackage rights</i>					
[Richmond turnpike, from Brook street to Clove road] ²⁸	1.89	.....	.04	1.93	.....
Track in car houses, shops and yards, .99 miles.					

Details of Track, Roadway and Electric Line Construction

Items	Added during year	Removal during year	At close of year ²⁷
Ballast:			
Miles of track laid on crushed stone.....	.04	.....	20.59
Miles of track laid on concrete construction.....	.07	.....	9.58
Ties ²⁹			
Number of steel.....	.....	.....	7,515
Number of wood, untreated.....	1,500	1,210	64,619
Rail (miles): ³⁰			
Plain girder, 90-lb steel.....	.11	.....	30.17
Tee, 65-lb. steel.....			
Rail joints:			
Bolted plates (miles).....	.11	.....	30.17
Rail bonds (miles).....	.11	.....	30.17

²⁶ Includes .14 mile of unused track on Griffin street from Arietta street to Hannah street.
²⁷ [Respondent now reports one-half of this road as it has been agreed that one-half is the property of the Staten Island Midland Ry. Co.— Report for 1914.]
²⁸ The distribution between road and sidings is from the Report for 1913.
²⁹ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.
³⁰ The ties cost at distributing point, \$665.50; charged to additions and betterments, \$20.80; charged to operating expenses, \$644.70; salvage on old ties taken up, \$11.00.
³¹ Rails laid during year, 4,581 gross tons; total charges estimated, \$175.49; charged to operating expenses, \$125.00; salvage, \$50.49.

Richmond Light and Railroad Company
Details of Tract, Roadway and Electric Line Construction — Concluded

Items	Added during year	Removed during year	At close of year ²⁷
Paving (feet):			
Wood block.....			10.372
Asphalt.....	.07		2.909
Macadam.....		.618	2.079
Brick (number).....	31,605	31,605	1,157
Granite block (miles).....	.618		7.861
Dirt.....	.040		4.388
Ashes.....			.644
Medina block.....			.340
Poles:			
Number of wood, treated.....	50	63	722
Number of iron.....	2	1	206
Overhead construction (miles):			
Whereof span wire.....	.11		27.05
Whereof side bracket.....			3.12
Trolley wire (miles):			
2/0 trolley.....	.11		30.17
Distribution cable — overhead (voltage 550) (feet):			
750 M. W. P. strand.....			22,358
500 M. W. P. strand.....	210	210	110,974
250 M. W. P. strand.....			1,620
4/0 W. single.....	2,400	2,400	3,871
3/0 W. single.....	197	197	11,883
2/0 W. single.....	238	238	2,366

Cars.— Number of revenue (passenger) cars held under complete title, 42 closed and 86 open; service cars, 10; total, 138. (For details, see Table II.)

Power Plant Equipment.— See Table XV, Vol. III of the Annual Report.

Miscellaneous.— Power house, 1 (lighting department); car houses — service, 1; repair shops (in car barn), 1; sub-station (in power house), 1; office building, 1; transfer points, 7 to cars of associated companies, and 15 to respondent's own cars; 3 miles of W. S. signal system; interlocking switches and signals at the railroad crossings. About 45 miles of telephone operated; property of New York Telephone Company.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Fares, 7,950,284 (5-cent, 7,854,011; 4½-cent, 4,002; 4-cent, 86,197; 2½-cent, 6,074); transfers collected, 1,584,182; employees and others carried free, 92,040. *Car Miles.*— Revenue, 1,561,873 (whereof active passengers, 1,560,206; special, 1,667); non-revenue, 11,154. *Car-seat Miles.*— 76,245,103. *Car Hours,* 179,073 (whereof regular passenger, 178,888, and special, 185). (For details of traffic statistics, see Tables V to VIII.)

Power Plant Operation.— See Table IV.

Accidents.— Persons killed, none; serious injuries, 2; other injuries, 32; total casualties, 34; total amount paid for injuries and damages sustained within the year, \$2,478.63; for injuries and damages sustained in prior years, \$1,935.71. (For details of accidents, see Tables X and XI.)

Employees and Wages.— See Table XII.

Officers.— President, C. W. Hotchkiss; Vice-President, R. L. Rand; Secretary, Treasurer and Auditor, J. E. Phillips; General Counsel, B. G. Eadie, Chief Engineer, W. H. Rusdill; Superintendent of Railway, H. J. Blackham; General Purchasing Agent, J. J. Matheson.

Directors.— C. W. Hotchkiss, Frederic Bull, J. E. Phillips, Alex. J. Hemphill, R. L. Rand.

Main Business Office.— Terminal Building, New Brighton, N. Y.

Report verified by J. E. Phillips, Treasurer, September 30, 1916.

SECOND AVENUE RAILROAD COMPANY IN THE CITY OF NEW YORK

(OPERATED BY RECEIVER)

History.— [Incorporated January 21, 1853, under the General Railroad Law of 1850, for a term of 99 years. Operation commenced in 1854. On January 28, 1898, the property and franchise of the company were leased for the remainder of the term of its charter to the Metropolitan Street Railway Co. The receivers of the latter defaulted in payment of rental, and surrendered the property at midnight, November 12, 1908, to George W. Linch, who had been appointed receiver on September 19, 1908].¹

Stockholders and Members.— Total voting power of all members of the company, 18,620, each holder of \$100 par value of stock having one vote. Total number of stockholders, 260, of whom 211 holding 15,326½ shares, reside in New York State. [On June 30, 1909, the principal stockholders were reported as follows: James J. Burke, \$151,100; Estate of George Bliss, \$60,000; Thomas Hitchcock, \$60,000; Augusta H. Bliss, \$50,000; German-American Insurance Co., \$50,000; Augusta B. Reese, \$50,000; Continental Insurance Co., \$50,000; Thomas M. North, \$40,000 — all of New York City; Land Title Trust Co., Philadelphia, Pa., \$50,000; Rhode Island Hospital Trust Co., Providence, \$50,000.] At the last general meeting on April 5, 1909, 9,699 votes were cast, whereof John W. Griggs cast 10 votes in behalf of himself and 9,167½ votes in behalf of others; Thomas M. North cast 400 votes, Mary Constance Knower, 88, John F. Fisher, trustee, 20, and Wendell Andrews, 13½, in behalf of themselves.

Important Changes during the Year.— On December 15, 1915, George W. Linch, Receiver, died, and was succeeded by John Beaver, appointed receiver on December 16, 1915. Geo. S. Coe, 5 Nassau street, New York City, was elected President of the Company on December 3, 1915.

On December 20, 1915, [order filed Dec. 21, 1915] the Supreme Court of the State of New York authorized the assignment by the Receiver of the Second Avenue Railway Co. to the New York Railways Co. of all pending claims against the insolvent estates of the Metropolitan Street Railway Co. and the New York City Railway Co. the proceeds of such assignment to be deposited in the hands of a designated depository as a special fund to be disbursed only on the further order of the Court. Pursuant to said order the assignment was executed and delivered as therein provided, and the net sum of \$548,354.03 was received and lodged with the depository mentioned in said order. No new rights or franchises were acquired.

BALANCE SHEET — RECEIVER :

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$82,044 08	Cash.....	\$80,306 46	D \$1,737 62
5,124 10	Special deposits.....	188,132 31	183,008 21
47,107 74	Accounts receivable.....	35,684 86	D 11,422 88
16,039 24	Materials and supplies.....	19,233 75	3,194 51
1,260,680 61	Fixed capital installed since 1908.....	1,259,526 83	D 1,153 78
604 30	Prepayments — insurance.....	841 66	237 36
1,865,622 96	Second Avenue R. R. Co., estate account....	1,446,247 90	D 419,375 06
426,516 45	Deficit.....	520,351 78	93,935 33
\$3,703,739 48	Total.....	\$3,550,325 55	D \$153,413 93

LIABILITIES SIDE			
\$304,356 31	Taxes accrued.....	\$90,991 78	D \$213,364 53
3,191,330 00	Receiver's certificates.....	3,190,280 00	D 1,050 00
43,726 91	Judgments unpaid.....	40,840 95	D 2,885 96
15,000 00	Miscellaneous bills payable.....		D 15,000 00
87,341 48	Miscellaneous accounts payable.....	168,741 61	81,400 13
475 00	Interest accrued on funded debt.....	475 00	
5,016 10	Due for wages and salaries.....	657 53	D 4,358 57
36,716 83	Other unfunded debt.....	36,982 93	266 10
19,776 85	Casualties and insurance reserve.....	21,355 75	1,578 90
\$3,703,739 48	Total.....	\$3,550,325 55	D \$153,413 93

Contingent Liabilities.— Judgments on appeal, \$21,489.44.

¹ From documents on file with the Commission. See also Documentary History, in Annual Report, 1913, vol. V, pp. 1143–56, and chart No. 1.

² The accounts showing fixed assets, capital stock and funded debt of the corporation are not carried on the books of the receiver.

Second Avenue Railroad Company in the City of New York
BALANCE SHEET — CORPORATION

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$8,802,236 88	Road, equipment and building.....	\$8,802,236 88	.....
755 05	Cash.....	6,673 29	\$5,938 24
525,782 24	Receivers Metropolitan Street Railway Co...	525,782 24	.....
35,297 73	John Beaver, Receiver.....	35,297 73	.....
381,284 42	Deficit.....	529,978 61	* 148,694 19
<u>\$9,745,355 82</u>	Total.....	<u>\$9,899,988 25</u>	<u>\$154,632 43</u>
LIABILITIES SIDE			
\$5,631,000 00	Mortgage bonds.....	\$5,631,000 00	.....
89,000 00	Debenture bonds.....	89,000 00	.....
1,862,000 00	Capital stock.....	1,862,000 00	.....
286,465 67	Bills payable.....	286,465 67	.....
10,364 41	Due lessee company for improvements and betterments.....	10,364 41	.....
1,865,622 96	John Beaver, Receiver.....	1,446,247 90	⁴ D\$ 419,375 06
902 78	Fire loss.....	.....	D 902 78
.....	Suspense ⁵	574,910 27	574,910 27
<u>\$9,745,355 82</u>	Total.....	<u>\$9,899,988 25</u>	<u>\$154,632 43</u>

Value of Property for Purposes of Taxation

Valuation as of June 30, 1915, filed by respondent:	Gross value	Same, less depreciation
Real property, outside streets and public places	\$1,300,187 32	\$1,265,000 00
Real property in streets, tangible.....	2,656,751 56	786,115 52
Tangible personal property.....	580,273 20	.....
	<u>.....</u>	<u>.....</u>

Assessed value for 1916 taxes:	Manhattan Borough
Real property, outside streets and public places, land improvements.....	\$1,200,000
Real property (tangible and intangible) in streets.....	1,720,500
	<u>.....</u>

³ Composed of legal expenses, \$71,075.25, and tax liens year 1888 with interest, \$79,916.68; less interest on fund recovered, \$2,297.74.

⁴ Composed of amount received from New York Railways in settlement of claims for use and occupation, breach of lease, etc., \$574,910.27, with bank interest thereon, \$2,297.74, total, \$577,208.01; less debits as follows: tax liens for 1888, with interest, \$79,916.68; legal expenses, \$71,075.25; cash deposited representing the part of the sum recovered that was free from mortgage, \$5,938.24; sundry items, \$902.78; total debits, \$157,832.95; balance, \$419,375.06.

⁵ Represents amount received from New York Railways Co., in settlement of claims against the estate of the Metropolitan Street Railway Company and New York City Railway Company for breach of lease, use and occupation and motors, which settlement the receiver was authorized to accept under court order of December 21, 1915. The interest on this deposit to June 26, 1916, was \$2,297.74. The disbursements from the fund were as follows: Settlement of current account with receivers Metropolitan Street Ry. Co., \$21,572.48 and interest thereon, \$4,983.76; paving assessment of February, 1888 with interest, \$79,916.68; real estate tax liens, years 1908 to 1912, inclusive, with interest, \$99,197.16; real estate taxes with interest, 1914 and 1915, \$35,168.29; special franchise tax, 1911 to 1914, with interest, less deductions, \$84,066.08; legal expenses recovery of the fund, \$62,573.21; part of the fund unmortgaged returned to the treasurer of the estate, \$5,938.24; total, \$393,415.90; balance, \$183,792.11.

Second Avenue Railroad Company in the City of New York

DETAILS OF ASSETS AND LIABILITIES

*"Fixed Capital, December 31, 1908"—Corporation.—No details reported.**Fixed Capital Installed since December 31, 1908 — Receiver*

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Grading.....				\$32,548 81
Rails, rail fastenings and joints.....				120,378 44
Special work.....				75,258 15
Underground construction.....				38,774 83
Track laying and surfacing.....				155,882 54
Paving.....				44,642 62
Roadway tools.....				2,108 75
Underground conduits.....				5,889 71
Distribution system.....				22,803 55
General office buildings and fixtures.....			* \$902 78	333,611 17
Shops and car-houses.....				
Shop equipment.....				8,411 65
Revenue cars.....				116,939 02
Electric equipment of cars.....				260,294 65
Other rail equipment.....				10,914 71
Miscellaneous equipment.....	\$119 00		370 00	7,442 57
Engineering and superintendence.....				8,708 95
Law expenditures during construction...				8,590 22
Injuries during construction.....				289 24
Miscellaneous construction expenditures.....				6,037 25
Total.....	\$119 00		\$1,272 78	\$1,259,526 83

*Details for Expenditures for Improvements (Receiver).—Air-brake equipment, \$119.**Equipment Retired During the Year.—Two horses cost \$370; charged to others, \$55, to operating expense, \$315. "Similar items hereafter will be charged to Surplus or Deficit."**Special Deposits (Receiver).—Interest due and unpaid on receiver's certificates, \$3,180; coupon, \$475; income tax withheld, \$685.20; fund recovered from estates of Metropolitan Street Railway Company and New York City Railway Company for breach of lease, etc., \$183,792.11.**Materials and Supplies (Receiver).—Plows and parts, \$5,591.86; coal, \$2,388.19; track and electric line material, \$2,771.04; lighting clusters, \$145.95; brake shoes, \$378.93; miscellaneous, \$7,957.78; total, \$19,233.75.*

Securities

Particulars of Stock and Funded Debt	Common stock	First consolidated mortgage bonds	Debenture bonds
Nominal date of issue.....	_____	Jan. 20, 1898	Jan. 12, 1889
Date of maturity.....	_____	Feb. 1, 1948	Jan. 1, 1909
Interest, rates and dates.....	_____	5% Feb. & Aug.	5% Jan. & July
Denominations.....	1 share = \$100	\$1,000	\$1,000
Authorized by company.....	* \$1,862,000	7,000,000	300,000
By public authority.....	1,862,000	5,631,000	300,000
Actually issued, prior to year.....	1,862,000	5,631,000	300,000
Cash realized.....	1,623,900	No record	No record
Services consideration.....	238,100	No record	No record
Reacquired and retired.....			* \$211,000
Actually outstanding.....	1,862,000	\$5,631,000	89,000
Interest accrued and dividends declared.....		Defaulted	Defaulted
Interest and dividends paid.....			
Interest and dividends not due.....		Defaulted	Defaulted
Interest and dividends matured and unpaid..		Defaulted	Defaulted
Market price: Highest, lowest, last sale.....	No record	No record	No record
Trustee under mortgage.....	_____	Guaranty Tr. Co.	Guaranty Tr. Co.

* Correction of error in prior fiscal period. 'The articles of incorporation authorized \$800,000 capital stock, with the right of increase to \$2,500,000. * Exchanged for a like amount of First Consolidated Mortgage Bonds prior to current year.

Second Avenue Railroad Company in the City of New York

Receiver's Certificates. — Amount outstanding at beginning and end of year, \$3,140,000; interest accrued during year, \$188,400; interest paid, \$189,450; interest matured and u .paid, \$3,180; interest accrued not yet due, \$47,100.

Other Unfunded Debt. — Advance payment on account of sale of scrap, \$1,000; income tax withheld from holders of receiver's certificates, \$685.20; credit to Second Avenue Railroad Co. Estate, for capital retired, \$35,297.73; total, \$36,982.93.

Taxes Accrued. — See schedule supporting Income Statement.

Reserves. — Reserve for accidents, established July 1, 1912: Balance, June 30, 1915, \$19,776.85; Credits: Accrued during year, based on 2 per cent of passenger revenue, \$17,207.24, charged to operating expenses; correction of errors made in prior years, \$2; total credits, \$36,986.09. Debits: Disbursements in settlement of claims for injuries and damages, \$6,554.20; disbursements in payment of judgments, \$9,076.14; balance June 30, 1916, \$21,355.75.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Transportation revenue.....	\$860,356 75	D \$11,836 41
Other operating revenue.....	18,292 20	474 12
Total operating revenue.....	<u>\$878,648 95</u>	<u>D \$11,362 29</u>
Operating expenses:		
Maintenance of way and structures.....	\$72,043 80	\$1,918 69
Maintenance of equipment.....	52,379 00	3,649 23
Power purchased.....	95,725 12	D 9,223 44
Operation of cars.....	303,758 30	9,875 75
Injuries to persons and property.....	49,434 96	2,240 85
Other general expenses.....	37,914 25	D 4,743 06
Total operating expenses.....	<u>\$611,255 43</u>	<u>\$3,718 02</u>
Taxes accrued.....	56,132 19	D 12,767 08
Total revenue deductions.....	<u>\$667,387 62</u>	<u>D \$9,049 06</u>
Operating income.....	<u>\$211,261 33</u>	<u>D \$2,313 23</u>
Non-operating income: Interest on deposits.....	1,824 12	239 29
Gross income applicable to corporate and leased properties.....	<u>\$213,085 45</u>	<u>D \$2,073 94</u>
Deductions from gross income:		
Track and terminal privileges.....	\$750 00	.....
Miscellaneous rent deductions.....	1,466 98	\$11 02
Interest deductions: Interest on receiver's certificates, \$188,400; on judgment, \$213.28; on taxes, \$12,218.23; on balance due Receiver Metropolitan Street Railway Co., for power, etc., \$323.26; on note, \$206.....	201,360 77	12,537 04
Total income deductions.....	<u>\$203,577 75</u>	<u>\$12,608 06</u>
Net income.....	<u>\$9,507 70</u>	<u>D \$14,682 00</u>

DEFICIT ACCOUNT — RECEIVER

	Amount
Deficit, June 30, 1915.....	\$426,516 45
Claims of the City of New York for paving, 1909 to 1914.....	80,645 29
Judgments and interest on same, 1910 to 1915.....	3,829 30
Joint maintenance, 1910-1911-1912.....	18,786 86
Interest on taxes, 1915.....	42,826 30
Interest on note, 1915.....	1,053 80
Adjustment insurance expenses.....	1,000 00
Interest on balance due Metropolitan St. Ry. Co. received on account of power sup- plied 1912 to 1915 incl.....	4,660 50
Reversal of charge to Metropolitan receiver for rent of tracks, 1909 to 1911 incl..	1,580 81
Erroneous accounting, 1911.....	22 39
Bad debts written off.....	258 85
Total.....	<u>\$581,180 55</u>

Second Avenue Railroad Company in the City of New York

DEFICIT ACCOUNT—RECEIVER—Concluded

Balance for year, transferred from income.....	\$9,507 70	
Adjustment of insurance expenses.....	234 76	
Adjustment of track and duct rental.....	2,140 78	
Adjustment of city tax on earnings.....	418 73	
Amount deductible from Special franchise tax, being amount paid to city account of tax on passenger earnings, 1900-1913.....	48,526 80	
Total.....		\$60,828 77
Deficit, June 30, 1916.....		\$520,351 78

Operating Revenue (Receiver).— For details, see Table XIII.

Operating Rents Receivable (Receiver).— Advertising privileges: New York City Car Advertising Co. use of space in cars, \$7,000.

Rent of tracks: New York Railways Co., for rent of tracks on Second Avenue, 23d to 34th streets, and on Stuyvesant street and Astor place, \$1,000; Receivers Metropolitan Street Railway Co., for rent of tracks on 86th street and Avenue A, between Second avenue and East 92d street ferry, \$6,000; total, \$7,000.

Rent of ducts: Receivers, Metropolitan Street Railway Co., \$4,066; Third Avenue Railway Co., \$226.20; total, \$4,292.20.

Operating Expenses (Receiver).— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Ways and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortisation of Capital," the official title of the depreciation reserve. This company has filed no rule to comply with the above and has made no charge to the depreciation accounts during the year.

Power Bought or Exchanged (Receiver).— Bought from New York Railways Co., 6,406,403 kw. hrs. D. C. at 1 cent, \$64,064.03; Interborough Rapid Transit Co., 3,900,970 kw. hrs. at 0.9 cents, \$35,108.73; Third Avenue Railway Co., 309,501 kw. hrs. at 1.2 cents, \$3,714.01; total, 10,616,874 kw. hrs., \$102,886.77; less 766,196 kw. hrs. used by New York Railways Co., on joint tracks, at 0.94 cents, \$7,161.65; net amount charged for power purchased in operating expenses, \$95,725.12.

Joint Facilities (Receiver).— For one-half cost of maintenance, joint way and structures: Credited to Third Avenue Railway Co., \$966.15; to New York Railways Co., \$2,221.15; total, \$3,187.30. Charged to Third Avenue Railway Co., \$79.98; to New York Railways Co., \$1,900.26, total, \$1,980.24.

Taxes (Receiver)				
Class of Tax	Amount of levy	Charged to income	Amount paid	Due and unpaid
Real estate.....	\$20,655 00	\$20,775 00	⁹ \$124,988 56	.....
Special franchise.....	33,289 82	13,493 59	¹⁰ 69,411 11	\$11,193 82
Gross earnings — city.....	12,710 57	13,053 27	¹¹ 74,678 32	.....
Gross earnings — state.....	8,915 96	8,810 33	.....	¹² 61,329 66
Total.....	\$75,571 35	\$56,132 19	\$269,077 99	\$72,523 48

Miscellaneous Rent Deductions (Receiver).— Track and terminal privileges: Belt Line Railway Corporation, use of tracks on 59th street, First avenue to Second avenue, \$750.

Miscellaneous: New York Railways Co., rent of 17,799 ft. of ducts, \$266.98; rent of stable, \$1,200; total, \$1,466.98.

⁹ Taxes on car houses and land, 1908 to 1915.

¹⁰ For prior years.

¹¹ Of this amount, \$48,526.80 is on account of earnings prior to July 1915, and \$26,151.52 on account of earnings in the current year, deducted from franchise taxes for the second half of 1915 and the first half of 1916, under Sec. 48 of the Tax Law.

¹² Years 1909 to 1915.

Second Avenue Railroad Company in the City of New York

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

NAME OF ROAD OR BRANCH	Road	Second track	Sidings	All running track	Increase or (D) decrease
ELECTRICALLY OPERATED SURFACE LINE, UNDERGROUND-CONTACT ¹³					
<i>Road owned by respondent, under title in perpetuity</i>					
Second avenue, 129th street to Christie and Grand streets.....	6.887	6.839	.....	13.726	.....
Worth street, Chatham square to Broadway...	.335	.316	.....	.651	.....
First avenue, 125th street to 59th street.....	3.304	3.304	.....	6.608	.....
Second avenue, Stuyvesant street to Astor place and Broadway.....	.322	.322	.....	.644	.....
86th street, Avenue A to Second avenue.....	.592	.592	.....	1.184	.....
Avenue A, 83th street to 92d street ferry.....					
23d street, First avenue to Second avenue ¹⁴....	.142	.....	.....	.142	.....
First avenue, 23d street to 14th street ¹⁵.....	.437	.....	.....	.437	.....
Total, sole ownership.....	12.019	11.373	.....	23.392	.....
<i>Road jointly owned, operated and maintained ¹⁶</i>					
*Grand street, Christie street to Bowery ¹⁵.....	.052	.....	.....	.052	.....
*Grand street, Bowery to Forsythe street ¹⁵.....	.....	.100	.....	.100	.....
*Bowery, Grand street to Worth street ¹⁶.....	.338	.338	.....	.676	.....
Total, joint ownership.....	.390	.438	.....	.828	.....
<i>Road operated under trackage rights from independent company</i>					
Belt Line Railway Corporation:					
59th street, First avenue to Second avenue....	.136	.135	.....	.271	.....
Total operated ¹⁷	12.545	11.946	.....	24.491	.....
Whereof owned ¹³	12.214	11.592	.....	23.806	.....
Whereof maintained.....	11.635	11.592	.....	23.227	.....
Whereof trackage rights over joint track maintained by others.....	.910	.354	.....	1.264	.....

Track in car houses, shops and yards, 2.917 miles, of which 1.210 miles used for electric cars but not equipped with conductor rails.

Details of Track, Roadway and Electric Line Construction

Item	Added during year	Removed during year	At close of year
Ballast: Miles of track laid on concrete construction.....	22.813
Rail (miles of track):			
107-lb., 60-foot 7-inch girder.....	3.196
115-lb., 60-foot 9-inch girder.....	6.466
122-lb., 60-foot 9-inch girder.....	13.151
Rail joints (miles of track): Bolted plates.....	22.813
Paving.....	N. R.
Underground conduits (miles of line).....	11.834
Whereof terra cotta and fire clay.....	5.905
Whereof terra cotta and cement.....	5.652
Vitrified clay.....246
Underground conduit (duct miles).....	388.9'
Whereof terra cotta and fire clay.....	146.05
Whereof terra cotta and cement.....	241.09
Vitrified clay.....	1.76
Distribution cables (miles):			
Underground (voltage, 600).....	45.34

* Indicates joint ownership or operation. Detail footnotes are given for each item.

¹³ The line on First avenue, from 23d street to 14th street, represents unused horse car tracks.

¹⁴ Track unused by respondent.

¹⁵ With Dry Dock, East Broadway and Battery R. R. Co.

¹⁶ With Third Avenue Railway Co.

¹⁷ Includes .437 miles of unused track.

¹⁸ Figures on this line were computed by the Bureau of Statistics of this Commission.

¹⁹ Returned as trackage rights in the company report for 1916, evidently erroneously.

Second Avenue Railroad Company in the City of New York

Cars.—Closed passenger, 174; open passenger, 101; service cars, 12 (sweepers, 6; other, 6). (For details, see Table II.)

Miscellaneous.—Car houses, 1 (used for storage, service, repair shop and offices); transfer points, with respondent's own cars, 4; with cars of other companies, 4.

OPERATING STATISTICS

Operating Ratios.—See Table XV.

Passengers Carried.—18,049,079 fares (whereof 15,944,219 were 5-cent and 2,104,860 3-cent; transfers, 1,151,137.

Car Miles.—Revenue, 3,041,402 (whereof passenger, active, 3,024,410; idle, 16,992); non-revenue, 20,097. *Car-seat Miles.*—133,055,562. *Car Hours.*—420,403. (For details of traffic statistics, see Tables V—VIII.)

Power.—See Table IV.

Accidents.—Persons killed, 1; serious injuries, 31; minor injuries, 118. Amount paid for injuries and damages occurring during year, \$1,982.20; for injuries and damages occurring in prior periods, \$4,847.00; in addition payment was made under court order to reduce balance of all judgments as of October 1, 1915, to 50 per cent of the same, viz., for accidents occurring during the current year, \$1,972.31; in prior years, \$11,941.92; total, \$13,914.23. (For details of accidents, see Table XXI.)

Employees and Wages.—See Table XII.

Officers.—Receiver, John Beaver; President, George S. Coe; Vice-President, Walter P. Bliss; Secretary and Treasurer, F. M. Patchen; Auditor, N. M. Hudson; General Counsel, Charles E. Chalmers; General Superintendent, Jacob Henshaw.

Directors.—George S. Coe, Walter P. Bliss, Henry Evans, J. W. Griggs, Thomas Hitchcock, Edward W. Sayre, H. H. Vreeland, Benjamin Wolf.

Main Business Office.—1874 Second avenue, New York City.

Report verified by John Beaver, Receiver, October 3, 1916.

SIXTH AVENUE RAILROAD COMPANY

LESSOR

History.—Incorporated December 27, 1851 [under the Laws of 1850]. Operation was begun in 1852. On February 1, 1892, the property and franchises of this company were leased to the Houston, West Street & Pavonia Ferry Railroad Company for 800 years from that date. The latter company was later consolidated with other lines to form the Metropolitan Street Railway Company, which on January 1, 1912, was reorganized as the New York Railways Company, the present operator of the property.

[*Terms of Lease.*—The principal provisions of the lease now on file with the Commission are as follows: Lessee agrees, (1) to expend at least \$1,000,000 on this company's railroad in substituting some other motive power in place of horses and in providing suitable equipment, plant and machinery within the first two years of the lease; (2) to operate, maintain and keep in good working order the property with the motive power so changed; (3) to keep the line supplied with sufficient cars so that the business done should be increased; (4) to replace property destroyed by fire or consumed by use; (5) to pay all taxes and assessments; (6) to pay an annual rent of \$152,500 for the first two years of the lease, and thereafter, \$145,000; (7) to surrender at the expiration or earlier termination of the lease, all property of every kind used by the lessee in the operation of the road, except that which has passed from existence by death or destruction or has been superseded by a change of motive power or other improvements made upon the property, including, however, all substitutes which may have been made or provided for property impossible to deliver by reason of death, destruction or supersession, which equal in value to the property for which they are substituted; and (8) in case of default in rental payments for three months or failure to comply with any of the provisions of the lease, to allow the lessor to re-enter and to repossess the property with all additions and betterments and all property connected with the railroad and equipment, such re-entry not to be interpreted as waiving right to recover damages from the lease for breach of contract.]

Stockholders and Members.—Total voting power of all members of the company, 20,000, each holder of \$100 par value of capital stock having one vote; total number of stockholders at December 30, 1915, 276, of whom 198, holding 16,970 shares, resided in New York State. Total number of votes cast at last general meeting, January 18, 1916, 10,664: Frank Curtiss cast 151 for himself; 2,079 for corporate members and 8,200 for individual members; James J. Cahill, 2; Roy A. Curtiss,

Sixth Avenue Railroad Company

20; E. H. Garrison, 20; Edgar H. Quimby, 57; Charles A. Smith, 164; each on behalf of himself. The principal stockholders on June 30, 1909, as reported, were the following: The United States Trust Co., trustee for T. R. Butler estate, \$317,600; The Mutual Life Insurance Company of New York, \$200,000; A. H. Larkin, trustee for T. B. Burnham, \$89,800; T. B. Burnham, \$88,000; Richard Mortimer, \$82,000; Emily A. Watson, \$77,300; Gordon W. Burnham, \$49,000; Elizabeth B. Burnham, \$40,000; Samuel Thorne, \$37,000; Abijah Curtiss estate, \$24,400; George G. Moore, \$22,900; Albert W. Green estate, \$22,000.

Important Changes during the Year.—None. No additional franchises or rights were acquired during the year.

BALANCE SHEET

ASSETS SIDE		June 30, 1916	Increase or (D) decrease
June 30, 1915			
\$53,366 60	Cash.....	\$54,310 77	\$944 17
36,250 00	Accounts receivable.....	36,250 00	.....
	"Fixed Capital, Dec. 31, 1908:"		
621,605 64	Track and roadway construction.....	621,605 64	.....
1,080,000 64	Electric line construction.....	1,080,000 64	.....
321,230 31	Buildings and fixtures used in operation of road.....	321,230 31	.....
270,986 15	Cars.....	270,986 15	.....
10,000 00	Miscellaneous equipment.....	10,000 00	.....
<u>\$2,393,439 34</u>	<u>Total.....</u>	<u>\$2,394,383 51</u>	<u>\$944 17</u>
LIABILITIES SIDE			
\$117 00	Miscellaneous accounts payable.....	\$117 00	.....
35,000 00	Dividends declared.....	35,000 00	.....
2,000,000 00	Capital stock.....	2,000,000 00	.....
358,322 34	Corporate surplus.....	359,266 51	\$944 17
<u>\$2,393,439 34</u>	<u>Total.....</u>	<u>\$2,394,383 51</u>	<u>\$944 17</u>

Contingent Liabilities.—None.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1915, filed by respondent:	Gross value	Same, less depreciation
Real property, outside streets and public places.....	\$690,990	\$661,634
Real property in streets — tangible.....	2,607,298	1,245,333
		<u>Borough of Manhattan</u>
Assessed valuation for 1916 taxes:		
Real property outside streets and public places.....		\$546,175
Real property (tangible and intangible) in streets.....		1,879,530

Capital Stock.—Common authorized, 20,000 shares of \$100 par value each; amount issued, 20,000 shares of a par value of \$2,000,000; cash realized, \$2,000,000; amount outstanding June 30, 1916, \$2,000,000; none held by or on behalf of respondent; dividends declared, \$140,000 (paid); declared but not yet due, \$35,000.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Rents accrued from lease of road and equipment.....	\$145,000 00	.....
Interest revenues.....	1,621 17	\$34 05
Total non-operating revenue.....	\$146,621 17	\$34 05
Deduction from revenue: Salaries and office expenses.....	5,677 00	644 67
Net corporate income.....	\$140,944 17	D \$610 62
Surplus, June 30, 1915.....	358,322 34	
Total.....	\$499,266 51	
Dividends declared: 7 per cent on \$2,000,000 stock.....	140,000 00	
Surplus, June 30, 1916.....	\$359,266 51	

Sixth Avenue Railroad Company

Description of Road and Equipment.— Sixth avenue and 59th street to Broadway, at Canal and at Vesey streets, 9.27 miles; Lenox avenue from 110th street to 147th street, 3.62 miles; 53d street, Sixth avenue to Seventh avenue, .34 miles; 3d street, Sixth avenue to Sullivan street; .13 miles; total, 13.36 miles, of which 2.32 miles are owned jointly with the Eighth Avenue R. R. Co. Also, 1,099 horses and equipment, 117 cars, and 20 other vehicles. Property 100 x 440 feet at the northwest corner of Lenox avenue and 146th street, and one-half interest with the Eighth Avenue R. R. Co. in property at 64 Vesey street.

Officers.— President, Frank Curtiss; Secretary and Treasurer, E. H. Garrison.

Directors.— Edwin Thorne, Frank Curtiss, William Carpenter, E. H. Garrison, Gordon W. Burnham, Roy A. Curtiss, William M. Kingsley, Adrian H. Larkin, George G. Moore.

Main Business Offices.— 115 Broadway, New York City.

Report verified by E. H. Garrison, Treasurer, September 29, 1916.

SOUTH BROOKLYN RAILWAY COMPANY

LESSEE OF PROSPECT PARK AND CONEY ISLAND RAILROAD CO. AND ITS LEASED LINES

History.— Incorporated January 13, 1900, under the Railroad Law. It succeeded the South Brooklyn Railroad and Terminal Company, whose property had been sold under foreclosure December 19, 1899. The latter company had been incorporated September 29, 1886, as the South Brooklyn and Flatbush Railroad Company, but its name was changed by order of the Supreme Court, dated October 3, 1887.

The lease of the Prospect Park & Coney Island R. R. to the Brooklyn Heights R. R. Co. was assigned to this company on February 28, 1907. This assignment carried with it the leases of the New York & Coney Island R. R. and of the Prospect Park & South Brooklyn R. R. The assigned lease expires June 17, 1898.

The South Brooklyn Railway Company is controlled by the Brooklyn Rapid Transit Company through the ownership of all the stock (except directors' shares) which was acquired August 31, 1902.

The New York and Coney Island R. R. Co. and Prospect Park and South Brooklyn R. R. Co. are controlled by the South Brooklyn Railway Company through title to their stocks acquired July 5, 1912.

The New York Municipal Railway Corporation leases this company's 39th street shops and storage yards. The Transit Development Co. leases the 38th street emergency station and the Coney Island sub-station, this property being used in connection with the power and maintenance contracts.

Stockholders and Members.— Total voting power of all members of the company, 5,000, each holder of \$100 par value of capital stock having one vote. At the latest annual meeting, held February 4, 1916, 5,000 votes were cast by T. S. Williams and C. D. Meneely, 2 on their own behalf, 4,991 as authorized proxies for the Central Trust Company of New York, trustee, and 7 on behalf of individual members.

Important Changes during the Year.— Participation certificate No. 9 in the Brooklyn Rapid Transit Insurance Reserve fund was acquired in June, 1916. In May, 1916, the Corporation Counsel of the City and the Attorney General of the State of New York agreed with respondent upon a compromise settlement of outstanding special franchise taxes. A. R. Piper was elected president to succeed T. S. Williams, and S. W. Huff retired as vice-president, February 24, 1916. H. R. Potts was appointed acting assistant secretary, June 22, 1916. No new powers or franchises were acquired.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$27,363 62	Cash.....	\$51,329 48	\$23,965 86
492 00	Special deposit under Workmen's Compensation Act.....	492 00	.....
94,827 44	Accounts receivable ¹	97,497 05	2,669 61
70 83	Interest and dividends receivable.....	70 83	.....
152,093 58	Stocks of associated companies.....	152,093 58	.....
5,109 38	City of New York corporate stock.....	5,109 38	.....

¹ Includes amounts due from associated companies, in 1915, \$13,238.99; in 1916, \$11,218.08, as follows: Brooklyn Heights Railroad Co., \$196.88; Nassau Electric Railroad Co., \$1,122.12; Brooklyn, Queens County & Suburban Railroad Co., \$1,901.60; New York Consolidated Railroad Co., \$7,268.55; Transit Development Co., \$728.93.

830 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

South Brooklyn Railway Company

BALANCE SHEET — *Concluded*

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$48,592 67	Participation certificates in Brooklyn Rapid Transit insurance reserve fund.....	\$55,219 32	\$6,626 65
1,076,686 74	" Fixed Capital, Dec. 31, 1908 ".....	1,076,686 74	.....
1,485,309 36	" Fixed Capital, Dec. 31, 1908 " leased lines... Fixed capital installed since 1908:	1,483,819 36	D 1,490 00
9,843 53	Street railway land.....	9,911 66	68 13
.....	Intangible street railway capital.....	13 57	13 57
182,379 38	Tangible street railway capital.....	204,172 24	21,792 86
98,435 69	Betterments on leased lines.....	105,352 27	6,916 58
\$,859,654 70	Total fixed capital — gross.....	\$,879,955 84	27,301 14
66,095 48	Less accrued amortization.....	79,084 59	12,989 10
\$,786,559 22	Total fixed capital — net.....	\$,800,871 33	14,312 04
20,131 11	Prepayments.....	11,730 63	D 8,400 48
691 83	Suspense.....	674 63	D 17 20
422,220 99	Corporate deficit.....	482,545 69	60,324 70
<u>\$3,558,152 73</u>	<u>Total.....</u>	<u>\$3,657,633 91</u>	<u>\$99,481 18</u>
LIABILITIES SIDE			
\$28,091 99	Taxes accrued.....	\$30,981 41	\$2,889 42
471,537 66	Due associated companies.....	510,059 71	38,522 05
30,475 76	Miscellaneous accounts payable.....	48,168 80	17,693 04
2,250 00	Interest accrued on funded debt.....	2,250 00	.....
1,625 00	Rents accrued.....	1,625 00	.....
12 39	Due for wages.....	26 20	13 81
150,000 00	Real-estate mortgage.....	150,000 00	.....
2,311,033 73	Certificates of indebtedness.....	2,347,943 72	36,909 99
48,592 67	Casualties and insurance reserve.....	55,219 32	6,626 65
14,533 53	Suspense credit balances.....	11,359 75	D 3,173 78
500,000 00	Capital stock.....	500,000 00	.....
<u>\$3,558,152 73</u>	<u>Total.....</u>	<u>\$3,657,633 91</u>	<u>\$99,481 18</u>

Contingent Liabilities.— Judgments on appeal, \$898.28.

Valuation of Property for Purposes of Taxation

Valuation June 30, 1915, filed by respondent:	Gross value	Same, less depreciation
South Brooklyn Railway Co.:		
Real property outside streets and public places.....	\$944,893 46	\$814,232 15
Real property in streets, tangible.....	750 60	316 53
Tangible personal property.....	974,905 12	974,905 12
New York & Coney Island Railroad Co.:		
Real property outside streets and public places.....	326,678 17	296,881 17
Prospect Park & Coney Island Railroad Co.		
Real property outside streets and public places.....	2,484,659 78	2,135,042 33
Real property in streets — tangible.....	27,818 82	15,465 83
Tangible personal property.....	8,770 41	8,770 41
Prospect Park & South Brooklyn Railroad Co.:		
Real property outside streets and public places.....	171,756 69	152,062 51
Assessed valuation for 1916:		Borough of Brooklyn
South Brooklyn Railway Co.:		
Real property outside streets and public places.....		\$977,400 00
Real property (tangible and intangible) in streets.....		2,300 00
Prospect Park & Coney Island Railroad Co.:		
Real property outside streets and public places.....		\$ 1,979,450 00
Real property (tangible and intangible) in streets.....		\$ 29,808 00

¹ New York & Coney Island Railroad Co. and Prospect Park & South Brooklyn Railroad Co. assessed with Prospect Park & Coney Island Railroad Co.

South Brooklyn Railway Company

DETAILS OF ASSETS AND DEBIT BALANCES

"Fixed Capital, December 31, 1908" — Owned Properties

Item	Balance June 30, 1915	Retired during year (deducted)	Balance June 30, 1916
Right of way.....	\$286,120 00	.....	\$286,120 00
Real estate used in operation of road.....	1,272 68	.....	1,272 68
Track and roadway construction.....	103,437 89	.....	103,437 89
Electric line construction.....	551 23	.....	551 23
Buildings and fixtures used in operation of road..	47,405 47	.....	47,405 47
Shop tools and machinery.....	61,152 59	.....	61,152 59
Cars.....	569,777 07	.....	569,777 07
Miscellaneous equipment, locomotives.....	188 46	.....	188 46
Organization.....	1,590 04	.....	1,590 04
Miscellaneous.....	5,191 31	.....	5,191 31
Total.....	<u>\$1,076,686 74</u>	<u>.....</u>	<u>\$1,076,686 74</u>

Capital Expenditures on Leased Properties to December 31, 1908

Item	Balance June 30, 1915	Retired during year (deducted)	Balance June 30, 1916
Right of way.....	\$910 71	.....	\$910 71
Real estate used in operation of road.....	934 09	.....	934 09
Track and roadway construction.....	550,621 84	.....	550,621 84
Electric line construction.....	189,247 54	.....	189,247 54
Buildings and fixtures.....	651,025 00	.....	651,025 00
Power plant equipment.....	55,358 33	.....	55,358 33
Shop tools and machinery.....	37,211 85	\$1,490 00	35,721 85
Total.....	<u>\$1,485,309 36</u>	<u>\$1,490 00</u>	<u>\$1,483,819 36</u>

Details of Capital Withdrawn.— Shop Tools and Machinery: Removal of 1 electrically driven air compressor complete, \$1,490.00.

Fixed Capital Installed since December 31, 1908, on Street Railways Owned

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Patent rights.....	\$13 57	.....	.....	\$13 57
Right of way.....	68 13	.....	.....	9,802 66
Other street railway land.....	.....	.....	.....	109 00
Paving.....	.....	.....	.....	963 37
Bridges, trestles, and culverts.....	397 71	.....	.....	397 71
Poles and fixtures.....	.....	.....	.....	1,034 01
Distribution system.....	.....	.....	.....	1,804 19
Shops and car houses.....	80 98	.....	.....	7,028 20
Stations, waiting-rooms and miscellaneous buildings.....	.....	.....	.....	396 77
Docks and wharves.....	1,722 33	.....	.....	4,335 43
Shop equipment.....	50 51	.....	.....	528 93
Locomotives.....	628 73	.....	.....	47,735 77
Revenue cars.....	\$ 6,415 46	.....	.....	75,502 38
Electric equipment of cars.....	¹ Cr. 502 86	.....	.....	47,184 47
Other rail equipment.....	13,000 00	.....	.....	16,458 29
Miscellaneous equipment.....	.....	.....	.....	802 72
Total.....	<u>\$21,874 56</u>	<u>.....</u>	<u>.....</u>	<u>\$214,097 47</u>

¹ A transfer of \$772.34 has been made by the company from Electric equipment of cars to Revenue cars to correct entries made in prior years.

South Brooklyn Railway Company

Fixed Capital Installed since December 31, 1908, on Street Railways Leased

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Right of way.....	\$1,549 09	.....	.....	\$23,024 80
Other street railway land.....	.....	.....	.....	2,539 74
Grading.....	.....	.....	.....	13,375 20
Ballast.....	.....	.....	.....	7 00
Ties.....	87 36	.....	.....	1,277 67
Rails, rail fastenings and joints.....	371 55	.....	.....	4,170 84
Special work.....	95 86	.....	.....	1,775 13
Track laying and surfacing.....	161 27	.....	.....	8,571 81
Paving.....	.....	.....	.....	5,412 82
Roadway tools.....	10 08	.....	.....	96 51
Bridges, trestles and culverts.....	.....	.....	.....	293 68
Crossings, fences, and signs.....	.....	.....	.....	5,062 86
Interlocking and other signal ap- paratus.....	23 04	.....	.....	1,085 13
Telephone and telegraph lines.....	.....	.....	.....	115 98
Poles and fixtures.....	.....	.....	.....	1,814 14
Underground conduits.....	.....	.....	.....	2 4 27
Distribution system.....	3,411 10	.....	.....	15,412 22
Sub-station buildings.....	68 71	.....	.....	1,675 22
Shops and car houses.....	669 80	.....	.....	6,799 51
Stations, waiting rooms, etc.....	.....	.....	.....	5,150 43
Sub-station equipment.....	133 04	.....	.....	1,919 54
Shops equipment.....	335 68	.....	.....	5,077 74
Miscellaneous construction expen- ditures.....	.....	.....	.....	420 00
Total.....	\$6,916 58	.....	.....	\$105,352 27

Betterments on Leasehold Properties.— Prospect Park and Coney Island Railroad Co., New York and Coney Island Railroad Co., Prospect Park and South Brooklyn Railroad Co. Fixed Capital to December 31, 1908: Balance at beginning of year, \$1,485,309.36; retired during year, \$1,490; balance at close of year, \$1,483,819.36. Fixed capital subsequent to January 1, 1909: Road and equipment, balance at beginning of year, \$98,435.69; installed during year, \$6,916.58; balance at close of year, \$105,352.27. These amounts are all recoverable from the lessor by respondent.

Details of Expenditures for Improvements

Lines Owned

Purchase of 20 dump cars, Nos. 3880 to 3899 inclusive.....	\$13,000 00
Installation of geared hand brakes on 37 cars.....	848 04
Construction of pile and bulkhead dock at railroad, foot of Thirty-eighth street..	1,722 33
Construction of 4 rail cars for Freight Department, Nos. 9978, 9979, 9987 and 9988	4,203 62
Minor projects less than \$500.00.....	2,100 57
Total.....	\$21,874 56

Lines Leased

Assessment for year 1915, account paving Thirty-seventh street from Fort Hamil- ton Parkway to Fourteenth avenue — Section 16, Blocks 5291, 5295 and 5300, Lots 33, 4 and 9.....	\$1,122 00
Installation of single-track branch-off near southerly end of the westerly track in the Thirty-sixth Street Elevated Yard.....	981 86
Connecting tracks Nos. 7 and 8 at Southern Division Elevated Yard with the lead track to Thirty-eighth street cut and installing third rail on these tracks.....	2,517 31
Installation of separate feeder and cut-out switch for tracks 7, 8 and 9 — Thirty- sixth street Elevated Shop.....	629 79
Minor projects less than \$500.00.....	1,665 59
Total.....	\$6,916 56

South Brooklyn Railway Company

Patent Rights and Other Intangible Capital Acquired during the Year.— Improved method of fastening hard centre plates in special work (patent No. 1,164.034), acquired from R. P. Williams March 9, 1916, terms 17 years, \$13.57.

Miscellaneous Investments

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Free investments</i>				
Brooklyn Rapid Transit 4½% participation certificates in insurance reserve fund.....	\$55,219 32	—	\$55,219 82	\$2,186 63
<i>Bound investments</i>				
Prospect Park & South Brooklyn R. R. Co. stock.....	49,500 00	\$152,093 58	152,093 58	.....
New York & Coney Island R. R. Co. stock	82,000 00			
City of New York corporate stock, 4½% 1960 ¹	5,000 00			
	5,109 38	5,109 38	212 50	
	\$191,719 32	—	\$212,422 28	\$2,399 13

Prepayments.— Insurance, \$11,689.79; prepaid interest, special franchise tax, 1907, 1908, 1910, \$18.34; sundries, \$22.50; total, \$11,730.63.

Suspense.— Long Island R. R. Co., \$625; proceeds from sale of real estate (Prospect Park & South Brooklyn R. R. Co.), \$17.50; New York Consolidated R. R. Co., Bush Terminal construction, \$32.13; total, \$674.63.

Securities

Particulars of Stock and Funded Debt	Common stock	Real estate mortgage
Nominal date of issue.....	_____	Feb. 1902
Date of maturity.....	_____	Feb. 1917
Interest rate and dates.....	_____	4½% Mar. & Sept.
Denominations.....	1 share—\$100	_____
Authorized by company.....	\$500,000	\$296,640
Actually issued, prior to year.....	500,000	296,640
Cash realized.....	362,000	(⁶)
Property consideration.....	138,000	.....
Reacquired and retired.....	.....	146,640
Actually outstanding.....	500,000	150,000
Interest accrued and dividends declared.....	.....	6,750
Interest charged to income.....	_____	6,750
Interest and dividends paid.....	.....	6,750
Interest and dividends not due.....	.....	2,250

Bills and Accounts Owing to Associated Companies.— Open accounts, no interest, owing at close of year: Transit Development Co., \$22,363.08; Brooklyn Heights R. R. Co., \$7,271.43; Nassau Electric R. R. Co., \$5,488.84; New York Consolidated R. R. Co., \$11,154.53; Coney Island & Brooklyn R. R. Co., \$1,123.25; Brooklyn, Queens County & Suburban R. R. Co., \$3,942.01; New York Municipal Ry. Corporation, \$12.51; Coney Island & Gravesend Ry. Co., \$153.36; Brooklyn Rapid Transit Co., \$83,550.70; total, \$135,059.71.

Certificates of Indebtedness,⁷ to Brooklyn Rapid Transit Co., various dates, payable on demand: Advanced during year, \$36,909.99; owing at close of year, \$2,347,943.72; interest, 6 per cent, accrued during year, \$140,049 99; paid during year, \$139,003.60.

Bills payable to Brooklyn Rapid Transit Co., various dates, 5 per cent; amount owing at close of year, \$375,000; interest accrued during year, \$18,618.75; interest paid during year, \$17,220.14. Total owing to associated companies at close of year, \$2,858,003.43.

⁴ Interest is added to the principal and credited to the reserve.
⁵ Deposited with the State Industrial Commission to secure liability under Workmen's Compensation Act.
⁶ Purchase money mortgage.
⁷ Secured by mortgage of March 29, 1907, to Central Trust Company of New York.

South Brooklyn Railway Company

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Accrued amortisation of capital: Balance, June 30, 1915, \$66,095.42; credit due to excess of accruals over expenditures during the year, way and structures, \$18,542.61; debit due to excess of expenditures over accruals during the year, equipment, \$5,011.69; debit, depreciation on controller and motor removed, \$541.82; balance, June 30, 1916, \$79,084.52.

Insurance reserve: Balance, June 30, 1915, \$48,592.67; credit by additions during the year from participation in B. R. T. insurance reserve fund, \$6,626.65; balance June 30, 1916, \$55,219.32.

Suspense credit balances, June 30, 1916: Unearned rentals, \$7,299.47; tax suspense, \$140.12; loss by fire, Fort Hamilton Avenue station, \$1,700; other fire accounts, \$608.69; Department of Water Supply, Gas and Electricity, \$64.67; Cypress News Agency, \$70; proceeds from sale of real estate, \$999; Captain R. Jones, steamship "Northern," \$467.80; C. Wilworth, \$10; total, \$11,359.75.

INCOME STATEMENT

[The excerpts from the various operating agreements of the companies in the Brooklyn Rapid Transit system on pp. 547 ff. should be consulted for a clearer understanding of the operating data given in this abstract.]

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Revenue from transportation.....	\$867,687 72	(D) \$135,341 94
Other street railway operating revenues.....	112,129 43	22,569 71
Total operating revenues.....	\$979,817 15	D \$112,772 23
Operating expenses:		
Maintenance of way and structures.....	75,229 67	2,310 09
Maintenance of equipment.....	68,621 68	2,107 73
Power purchased.....	66,804 21	1,483 21
Operation of cars.....	306,490 02	D 29,734 47
Injuries to persons and property.....	26,163 41	D 486 77
Other general expenses.....	26,139 04	D 5,676 71
Total operating expenses.....	\$569,448 03	D \$29,996 32
Taxes accrued.....	61,189 03	837 87
Total revenue deductions.....	\$630,637 06	D \$29,158 45
Operating income.....	\$349,180 09	D \$83,613 78
Non-operating income: Rent accrued from lease of road and equipment, \$2,685.58; miscellaneous rent revenues, \$26,287.02; interest revenues, \$1,988.78; miscellaneous, \$22.20; less deductions, rent expense, \$708.39; taxes on non-operating property, \$8,077.73.....	\$22,197 46	\$1,105 09
Gross income applicable to corporate and leased properties...	\$371,377 55	D \$82,508 09
Deductions from gross income:		
Interest on funded debt.....	\$6,750 00	.....
Other interest (on certificates of indebtedness \$140,049.99; on other obligations to B. R. T. Co., \$18,618.75; miscellaneous, \$924.22).....	159,592 96	4,375 10
Rent for lease of other road and equipment.....	121,156 10	6,110 88
Track and terminal privileges.....	115,619 14	D 92,879 54
Hire of equipment.....	13,729 45	D 4,878 99
Miscellaneous rent deductions.....	10 50	5 25
Total income deductions.....	\$416,858 15	D \$87,267 26
Net corporate loss.....	\$45,480 60	D \$4,759 11

South Brooklyn Railway Company

CORPORATE DEFICIT

	Amount
Deficit, June 30, 1915.....	\$422,220 99
Debit balance for year transferred from Income Account.....	45,480 60
Amortisation elsewhere unprovided for.....	203 18
Bad debts written off.....	114 96
Other deductions:	
Inadequate reserve for Special Franchise Taxes for the years 1907-'08-'10 and '11.....	11,389 20
Interest on balances of Special Franchise Taxes, 1907-'08-'10-'11-'12, \$4,386.29; interest on real estate taxes, 1914 and 1915, \$23.36, interest on assessment account opening of 37th and 38th streets, \$0.25.....	4,350 90
Correction of bill against N. Y. Mun. Ry. Corp'n. account rent of Electric motor engines.....	14 83
Payment of duplicate bills 1/2/12 and 5/1/15 of Bush Terminal Co.....	13 23
Total debits.....	\$483,796 89
Additions to surplus:	
Excess reserve for special franchise tax.....	\$1,027 89
Collection of portion of rent for year ending Oct., 1915....	223 31
	\$1,251 20
Deficit, June 30, 1916.....	\$482,545 69

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges: Broadway Subway and Home Boroughs Car Advertising Co., Inc., \$546.75.

Other car and station privileges: Miscellaneous, \$280.53. Rent of land and buildings: Broadway Subway and Home Boroughs Car Advertising Co., Inc., \$5,100; Brooklyn Borough Gas Co., \$2.10; Edison Electric Illuminating Co., \$60.52; Flatbush Gas Co., \$6.75; Flatbush water works, \$6.15; New York Telephone Co., \$46.50; New York Municipal Railway Corporation, \$58,500; Western Union Telegraph Co., \$251; miscellaneous, \$10,819.07; total, \$74,792.09.

Rent of equipment: New York Consolidated R. R. Co., \$120; New York Municipal Railway Corporation, \$6.67; Transit Development Co., \$5,765.70; miscellaneous, \$735; total, \$6,627.37.

Rent of tracks and terminals: The Brooklyn Heights R. R. Co., \$1,500; The Nassau Electric R. R. Co., \$500; New York Consolidated R. R. Co., \$21,000; total, \$23,000.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railways companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortisation of Capital," the official title of the depreciation reserve. Under date of August 6, 1913, this company filed with the Commission rules of depreciation which provides 2.96 cents per car mile for maintenance of way and structures, and 2.70 cents per car mile for maintenance of equipment.

Under above rules, \$18,542.61 was debited to depreciation of way and structures and concurrently credited to reserve; \$5,011.69 was credited to depreciation of equipment and concurrently debited to reserve.

Power Bought.— From Transit Development Co., 9,515,447 kw. hrs. (calculated on monthly car mileage), average price per kw. hr., .702 cents; total price, debited to expense, \$66,804.21.

Joint Facilities.— New York Consolidated Railroad Co., maintenance of part of right of way of the Prospect Park and Coney Island Railroad, between Fifth Avenue and 36th street, \$1,327.82, charged to operating expenses.

Rents Payable Charged to Operating Expenses.— Office rent, 85 Clinton street, payable to The Brooklyn Heights R. R. Co., lessee of The Brooklyn City Railroad Co., \$500.

South Brooklyn Railway Company

Taxes

Class of Taxes	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land.....	\$150 80	*Cr. \$35,533 22	\$168 84	.....
Improvements on land.....	.....	14 00	20 72	.....
Corporate real estate.....	61,351 68	85,127 87	57,468 52	.....
Special franchise.....	667 84	924 13	7,561 32	* \$6,828 95
Personal property.....	104 00	12 329 00	104 00	.....
State — gross earnings.....	10,108 01	10,108 00	11,217 16	.....
Federal income.....	219 25	11 219 25	219 25	.....
	<u>\$72,601 58</u>	<u>12 \$61,189 03</u>	<u>\$76,759 81</u>	<u>\$6,828 95</u>

Non-operating Revenues.—New York Municipal Railway Corporation, rent of locomotives, \$2,465.58; New York Consolidated Railroad Co., rent of locomotives, \$220; total, \$2,685.58.

Miscellaneous rent revenues: New York Municipal Railway Corporation, \$12,574.96; miscellaneous rentals, \$13,712.06; total, \$26,287.02; less repairs, etc., \$708.39; taxes, \$8,077.73; net, \$17,500.90.

Miscellaneous Rent Deductions.—Track and terminal privileges: New York Consolidated Railroad Co., Coney Island freight station rent, \$2,000; Long Island Railroad Co., station and trackage facilities at Parkville, \$370; Bush Terminal Co., trackage on First Avenue, \$68.40; rental accrued to affiliated companies for trackage privileges for freight as follows: The Brooklyn Heights Railroad Co., \$42,639.36; The Nassau Electric Railroad Co., \$26,138.78; Brooklyn, Queens County and Suburban Railroad Co., \$11,329.99; Coney Island and Gravesend Railway Co., \$1,370.09; New York Consolidated Railroad Co., \$21,933.23; The Coney Island and Brooklyn Railroad Co., \$9,769.29; total, \$115,619.14.

Hire of equipment: Per diem charges by associated companies: The Brooklyn Heights Railroad Co., \$2,747.75; The Nassau Electric Railroad Co., \$327.50; Brooklyn, Queens County and Suburban Railroad Co., \$77; The Coney Island and Brooklyn Railroad Co., \$138.25; New York Consolidated Railroad Co., \$65.50; New York Municipal Railway Corporation, \$543; Transit Development Co., \$6.50; per diem charges by other railroads, \$9,782.55; Bush Terminal Co., demurrage, \$41.40; total, \$13,729.45.

Rents accrued for lease of other road and equipment: The Brooklyn Heights Railroad Co., rental for cars operated on Norton's Point line, \$7,237.35, and for cars operated on Prospect Park & Coney Island Railroad tracks, \$1,932.81; The Nassau Electric Railroad Co., rental of cars operated on Prospect Park & Coney Island Railroad tracks, \$5,169.63; Brooklyn, Queens County and Suburban Railroad Co., rental of cars operated on Prospect Park & Coney Island Railroad tracks, \$5,308.50; New York Consolidated Railroad Co., rental of cars operated on Prospect Park & Coney Island Railroad tracks, \$56,474.10, and other rental of cars, \$33.71; Prospect Park & Coney Island Railroad Co., rent of road, \$45,000; total, \$121,156.10.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically Operated Surface Line, Overhead Trolley Contact

NAME OF ROAD OR BRANCH	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease
<i>Road owned by respondent under title in perpetuity</i>					
South Brooklyn Railway Co.: Private right of way from New York bay to Fourth avenue.....	.459	.459	.....	.918	.....

* Includes adjustment.

* In addition, there is accrued interest, \$3,199.10.

¹⁰ Composed of New York & Coney Island Railroad Co. tax, \$104; and Prospect Park & Coney Island Railroad Co. tax, \$225.

¹¹ Composed of South Brooklyn Railway Co., \$62.90; New York & Coney Island Railroad Co., \$113.87; and Prospect Park & South Brooklyn Railroad Co., \$42.48.

¹² Excludes \$8,077.73, taxes and rented property charged to non-operating income.

South Brooklyn Railway Company
DESCRIPTION OF ROAD AND EQUIPMENT — Concluded

NAME OF ROAD OR BRANCH	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease
<i>Roads of independent company operated and maintained by respondent under lease</i>					
Prospect Park and Coney Island Railroad Co.: ¹²					
Gravesend avenue from Tenth avenue and 20th street to Avenue X.....	4.589	4.589	.983	10.161	.....
Private right of way from Avenue X to Surf avenue.....	1.045	1.045	.....	2.090	.....
Nineteenth street from Ninth avenue to Tenth avenue.....	.147	.147	.....	.294	.....
Tenth avenue from 19th street to 20th street.....	.042	.042	.....	.084	.....
Twentieth street, from Ninth avenue to Tenth avenue.....	.148	.148	.....	.296	.....
Total.....	5.971	5.971	.983	12.925	.....
<i>Roads of associated companies operated and maintained by respondent under lease</i>					
Prospect Park and South Brooklyn Railroad Co. ¹² (leased to Prospect Park and Coney Island Railroad Co.):					
Private right of way from between Fifth and Seventh avenue to between 36th and 37th streets.....	.300	.300	.....	.600	.....
Private right of way from town line near Ninth avenue, 37th and 38th streets to Gravesend avenue.....	1.155	1.155	.185	2.495	.....
New York and Coney Island Railroad Co. ¹² (leased to Prospect Park and Coney Island Railroad Co.):					
Private right of way from Prospect Park and Coney Island Terminal, Coney Island to Coney Island Point.....	2.123	1.500	.408	4.031	.....
Total.....	3.578	2.955	.593	7.126	.....
Total maintained.....	10.008	9.385	1.576	20.969	.....

Track in car houses, shops and yards, owned by respondent under title in perpetuity, 3.301 miles; of independent company operated and maintained by respondent under lease, 4.104 miles; of associated companies operated and maintained by respondent under lease, 2.780 miles.

Details of Track, Roadway and Electric Line Construction

Item	Added during year	Removed during year	At close of year
Ballast (miles of track):			
On earth and cinder.....	31.154
Ties — number of wood ties, untreated.....	52,915
Miles of track laid on ties.....	31.154
Rail (miles of track):			
4½-inch, 70-lb. T.....	13.692
4½-inch, 65-lb. T.....	2.360
9-inch, 94-lb. girder.....590
9-inch, 98½-lb. girder.....080
4½-inch, 60-lb. T.....	10.302
4-inch, 56-lb. T.....	4.130
Rail joints (miles of track):			
Bolted plates.....	31.154
Paving (miles of track):			
Cobble.....300
Granite block on concrete.....380

¹² The statement of ownership by the various lessor companies is from the 1913 report.

South Brooklyn Railway Company
Details of Track, Roadway and Electric Line Construction — Concluded

Item	Added during year	Removed during year	At close of year
Poles (number):			
Wood, untreated.....	28	35	283
Steel.....	12	12	1,287
Overhead construction (miles of line):			
Span wire.....	.009	.036	33.016
Side bracket.....	.....	.....	1.656
Long trough.....	.121	.....	2.835
Trolley wire (miles):			
1/0 copper.....	.023	.082	2.265
2/0 copper.....	.053	1.262	11.042
1/0 phono.....	.008	.008	.025
2/0 phono.....	.105	1.255	5.327
3/0 phono.....	.....	.023	.532
2/0 high strength.....	2.490	.077	13.343
Iron bar.....	.....	.....	.152
Third rail, protected (miles).....	.435	.....	.435
Underground conduit — terra cotta and fire clay:			
Miles of line.....	.....	.....	5.235
Duct miles.....	.....	.....	42.840
Transmission cables — underground (miles):			
11,000 V. 250,000 C. M., L. & P. 3 cond.....	.....	.....	10.597
6,600 V. 250,000 C. M., L. & P. 3 cond.....	.....	.....	3.881
Transmission cables — overhead (miles):			
4/0 weatherproof, 6,600 V.....	.....	.....	4.107
No. 4 weatherproof, 2,200 V.....	.....	.....	.364
Distribution cables — underground (Voltage 600) 1 cond. (miles):			
500,000 C. M., L. & P., positive.....	.....	.034	.234
1,000,000 C. M., L. & P. positive.,.....	.034	.....	.527
500,000 C. M., R. C. positive.....	.....	.....	.070
1,000,000 C. M., R. C. positive.....	.....	.....	.034
500,000 C. M., W. P. positive.....	.....	.....	.053
500,000 C. M., W. P. negative.....	.....	.....	.248
Distribution cables — overhead (Voltage 600) (miles):			
1/0 weatherproof.....	.....	.....	.539
4/0 weatherproof.....	.....	.....	3.830
500,000 C. M. weatherproof.....	.166	.....	36.438

Track Structures.— Bridges: Steel and concrete, 1; trestle, 1; tunnel, 1 (170 feet long); overhead highway crossings, 2.

Cars.— Revenue, 233; whereof 180 are freight and 53 are other revenue. Service cars, 9; whereof 6 are snow plows, 2 are work cars and 1 another service car. Electric locomotives, 6. Increases during year; 20 air dump cars and 4 rail cars. (For details, see Table II.)

Power Plant Equipment.— See Table III.

Miscellaneous.— Sub-station, 1; repair shops, 2; carhouses (storage), 3; carhouses (service), 1; passenger stations, 17; freight stations, number at beginning of year, 110; at close of year, 115; transfer points, 30. Miles of telephone line, 4.073; telephone wire, 14.953; signal system, miles of line, 0.474; wire, 0.573; spare wires, miles of line, 1.752; wire, 4.059.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Five cent fares, 7,490,355; transfers, 1,821,890; free, 38,478. **Car Miles.**— 2,486,114, whereof passenger, active 1,717,419; idle, 64,253; freight, 704,442. Electric locomotive miles, 55,429. **Car-Seat Miles.**— 90,204,608. **Car Hours.**— 306,918, whereof passenger, 135,968; freight and mixed, 170,930. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

South Brooklyn Railway Company

Accidents.—Persons killed, 6; injured, 133. Total amount paid during year for injuries and damages caused by accidents that occurred during the year, \$2,778.85; for accidents that occurred in prior years, \$13,373.02 (For details of accidents see Tables X and XI.)

Employees and Wages.—[Inasmuch as some of the employees of this company are also in the service of other companies, and their enumeration by each employing company in its report would necessarily show duplications, a combined statement for the companies of the Brooklyn Rapid Transit system is given in Table XII.— P. S. C.]

Officers.—President, A. R. Piper; Vice-President, C. D. Meneely; Secretary, J. H. Bennington; Treasurer, C. D. Meneely; Assistant Secretary, Chas. W. Brown; Acting Assistant Secretary, H. R. Potts; Assistant Treasurer, W. J. O’Neil; Comptroller and Auditor, Howard Abel; Claim Agent, I. Isaacsen; General Counsel, G. D. Yeomans; General Purchasing Agent, Lincoln Van Cott.

Directors.—A. R. Piper, W. S. Benedict, G. D. Yeomans, J. J. Dempsey, O. J. Covell, F. S. Flower, S. W. Huff, J. H. Bennington, Wm. Siebert.

Main Business Office.—85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Vice-President and Treasurer, September 29, 1916.

THE SOUTHERN BOULEVARD RAILROAD COMPANY

History.—Incorporated June 27, 1885, pursuant to chapter 252, Laws of 1884. [Commenced operation August 20, 1895, when stock control was held by Union Railway Company of New York City, all of whose stock was acquired, January 1899, by Third Avenue Railroad Co.]¹ Under its plan of reorganisation, the Third Avenue Railway Company acquired control of respondent on January 1, 1912, through purchase of a majority of the capital stock.

Stockholders and Members.—Total voting powers of all members of the company, 2,500. The Third Avenue Railway Company controls respondent through ownership of 2,474 shares,² certificates for which stand in the name of the trustee under the Third Avenue Railway Company’s first refunding mortgage; the trustee issues proxies to nominees of the Third Avenue Railway Company. At the last general meeting, January 10, 1916, E. A. Maher cast 2,482 votes, whereof 2,474 were on behalf of corporate members, 7 on behalf of individual members, and 1 on behalf of himself.

Important Changes during the Year.—An arrangement was made with the Union Railway Company of New York City for rental of cars to respondent at \$40 per month for passenger cars and \$1.00 per day for service cars. No new powers or franchises were acquired during the year.

BALANCE SHEET

June 30, 1915		June 30, 1916		Increase or (D) decrease
		ASSETS SIDE		
\$7,658 87	Cash.....	\$4,106 96	D	\$3,551 91
14,414 79	Special deposits.....	12,163 48	D	2,251 31
70 84	Interest and dividends receivable.....	70 86		02
8,000 00	Miscellaneous investments.....	8,000 00		
562,192 33	" Fixed capital, Dec. 31, 1908 ".....	561,590 98	D	601 35
	Fixed capital installed since 1908:			
394 09	Street railway land.....	394 09		
2,844 80	Intangible street railway capital.....	2,844 80		
140,395 92	Tangible street railway capital.....	140,395 92		
705,827 14	Total fixed capital — gross.....	705,225 79	D	601 35
17,640 00	Less accrued amortization.....	20,160 00		2,520 00
688,187 14	Total fixed capital — net.....	685,065 79	D	3,121 35
.....	Temporary advances to Third Avenue Ry. Co..	63,709 35		63,709 35
.....	Prepayments.....	1,259 72		1,259 72
<u>\$718,331 64</u>	<u>Total.....</u>	<u>\$774,376 16</u>		<u>\$56,044 52</u>

¹ See Documentary History, in Annual Report, 1913, vol. V, pp. 1179–83, and chart No. 2.

² [The report of the Third Avenue Railway Company shows ownership of 2,497 shares, but that company has not received or applied for authorisation from the Commission to acquire 14 of the shares.]

840 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

The Southern Boulevard Railroad Company
BALANCE SHEET — *Concluded*

June 30, 1915		LIABILITIES SIDE	June 30, 1916	Increase or (D) decrease
\$9,759 35	Taxes accrued.....		\$10,221 56	\$462 21
46,512 62	Working advances due associated companies...		39,608 58	D 6,904 04
186 88	Miscellaneous accounts payable.....		176 50	D 10 38
6,750 00	Interest accrued on funded debt.....		6,250 00	D 500 00
37,992 52	Interest accrued on unfunded debt.....		25,767 62	D 12,224 90
554 78	Due for wages.....		809 61	254 83
250,000 00	Mortgage bonds.....		250,000 00	.....
122,458 74	Construction advances owing to associated companies.....		186,472 71	64,013 97
.....	Reserve for amortisation.....		150 00	159 00
250,000 00	Common stock.....		250,000 00	.....
D 5,883 25	Corporate surplus.....		4,910 58	10,793 83
<hr/>			<hr/>	<hr/>
\$718,331 64	Total.....		\$774,376 16	\$56,044 52
<hr/>			<hr/>	<hr/>

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:—	Gross value	Same less depreciation
Real property in streets — tangible.....	\$197,965	\$89,846
Tangible personal property.....	4,106	4,106
	<hr/>	<hr/>
Assessed valuation for 1916 taxes:		Borough of the Bronx
Real property (tangible and intangible) in streets.....		\$533,600
		<hr/>

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908."— Engineering and superintendence, \$1,201.69; right of way, \$21,595.62; track and roadway construction, \$99,106.72¹; electric line construction, \$26,919.02; shop tools and machinery, \$224.96; cost of constructed road, \$392,792.97; interest and discount, \$18,750; miscellaneous, \$1,000; total, \$561,590.98.

Fixed Capital Installed since December 31, 1908

	INSTALLED DURING YEAR			Total cost June 30, 1916
	Additions and betterments	Renewals and replacements	Retired or withdrawn during year	
Street railway franchises.....	\$1,000 00
Other intangible street railway capital.....	1,844 80
Right of way.....	394 09
Grading.....	7 00
Ties.....	2,195 29
Rails, rail fastenings and joints.....	11,972 37
Special work.....	14,708 00
Track laying and surfacing.....	9,658 07
Paving.....	85,473 98
Poles and fixtures.....	1,986 31
Distribution system.....	13,944 40
Engineering and superintendence.....	450 50
<hr/>				<hr/>
Total.....	\$143,634 81
<hr/>				<hr/>

¹ The decrease of \$601.35 in this account is due to a credit of that amount which was the estimated cost of 285 feet of 9-inch tram-rail track removed from Southern Boulevard at Lincoln avenue the previous year.

ABSTRACTS OF RETURNS OF COMMON CARRIERS 841

The Southern Boulevard Railroad Company

Miscellaneous Investments

Name of Issuing Company and Security	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
New York City 4% gold exempt corporate stock, pledged to city under franchise...	\$3,000 00	\$3,000 00	\$3,000 00	\$120 00
New York City 4½% gold exempt corporate stock on deposit with State Industrial Commission.....	5,000 00	5,000 00	5,000 00	212 50
Total.....	\$8,000 00	\$8,000 00	\$8,000 00	\$332 50

Special Deposits.— Coupon, \$6,250; interest and taxes, \$5,813.48; for damage suits on appeal, \$100; total, \$12,163.48.

Securities

Particulars of Stock and Funded Debt	Common stock	First mortgage bonds
Nominal date of issue.....	_____	July 1, 1895
Date of maturity.....	_____	July 1, 1945
Interest, rate and dates.....	_____	5%, Jan. & July
Denominations.....	1 share = \$100	\$1,000
Authorized by company.....	\$250,000	\$250,000
By public authority.....	250,000	250,000
Actually issued, prior to year.....	250,000	250,000
Cash realized.....	(4)	231,250
Property consideration.....	.....	.....
Discount.....	.....	18,750
Actually outstanding.....	250,000	250,000
Interest accrued and dividends declared.....	.....	12,500
Interest charged to income.....	_____	12,500
Interest and dividends paid.....	.....	13,000
Interest and dividends not due.....	.....	.....
Interest and dividends matured and unpaid.....	.....	6,250
Market price: highest, lowest.....	_____	.....
Trustees under mortgage.....	.....	Central Trust Co. of New York

Bills and Accounts Owing to Associated Companies

Name of Company	Advances during year	Repaid during year	Amount at close of year	Interest accrued during year
Union Railway Co. open account ⁴	_____	_____	\$39,608 58	.....
Union Railway Co., 4% demand note. ....	.....	.....	50,108 01	\$2,004 00
Third Avenue Railway Co., 4% demand note.....	.....	.....	72,350 73	2,894 04
Third Avenue Railway Co., 5% demand note.....	\$64,013 97	.....	64,013 97	2,276 00
Total notes.....	\$64,013 97	.....	\$186,472 71	\$7,174 04

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Accrued amortization of capital: Balance, June 30, 1915, \$17,640; credit, \$420 per month for six months ended December 31, 1915, charged to income, \$2,520; balance, June 30, 1916, \$20,160.

Reserve for amortization of property and franchises: For amortisation of the cost of franchises granted for limited terms, etc., as required by Public Service Commission in Case No. 1778. Twelve months to June 30, 1916, at \$13.25 per month; total, \$159.

⁴ Issued for construction.

⁵ Current account for power, labor and material furnished.

The Southern Boulevard Railroad Company
INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Transportation revenue.....	\$230,526 95	\$3,378 40
Other operating revenue (advertising privileges).....	656 98	656 98
Total operating revenue.....	\$231,183 93	\$4,035 38
Operating expenses:		
Maintenance of way and structures.....	\$12,157 58	D \$1,729 93
Maintenance of equipment.....	11,707 83	D 2,481 98
Depreciation ^a	2,520 00	D 2,520 00
Power purchased.....	29,940 06	D 1,620 49
Operation of cars.....	60,364 65	D 1,571 76
Injuries to persons and property.....	20,945 83	11,050 94
Other general expenses.....	7,893 71	D 551 67
Total operating expenses.....	\$145,530 26	\$575 11
Taxes accrued.....	14,801 55	1,890 65
Total revenue deductions.....	\$160,331 81	\$2,474 76
Operating income.....	\$70,852 12	\$1,580 62
Non-operating income: Interest revenues.....	782 12	26 74
Gross income applicable to corporate and leased properties.....	\$71,634 24	\$1,587 36
Deductions from gross income:		
Hire of equipment.....	\$7,200 00	\$7,200 00
Miscellaneous rent deductions.....	7,380 00	7,380 00
Interest on funded debt.....	12,500 00	.....
Other interest deductions: On demand notes.....	7,174 04	2,276 00
Normal tax on coupon interest assumed.....	55 50	3 00
Amortisation of property and franchises.....	150 00	150 00
Total income deductions.....	\$34,468 54	\$17,018 00
Net corporate income.....	\$37,165 70	D\$15,430 64
Deficit, June 30, 1915.....	\$5,883 25	
Writing off estimated cost of abandoned track, less salvage, \$59.48.....	\$541 87	
Union Railway Co. for housing cars in barns at West Farms from Jan. 1, 1912, to June 30, 1915.....	25,830 00	
Total deductions.....	\$2,255 12	
Surplus, June 30, 1916.....	\$4,910 58	

Operating Expenses.— For details, see Table XIV.

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortisation of Capital," the official title of the depreciation reserve. During the six months ending

^a [So reported by company. See details under "Depreciation."]

The Southern Boulevard Railroad Company

December 31, 1915, \$2,520 was charged to Depreciation of Way and Structures. In reply to the order of the Commission in Case 1630, dated February 11, 1913, requiring segregation of depreciation charges in operating expenses, the President of the company stated that since the company owns no equipment, the entire flat charge of \$5,040 per annum was applicable to Maintenance of Way and Structures.

Power Bought, Sold or Exchanged.—Current purchased from Union Railway Co., 2,495,055 kw. hrs. at 1.2 cents per kw. hr.; total cost, \$29,940.66 (charged to operating expenses).

Class of Taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Special franchise.....	\$2,519 45	\$1,259 73	\$2,519 45	.....
Gross earnings, city.....	10,232 42	10,454 01	10,232 42	.....
Gross earnings, state.....	2,279 04	2,319 66	2,279 04	.....
Federal income.....	568 15	768 15	568 15	.....
Total.....	\$15,599 06	\$14,801 55	\$15,599 06	.....

Miscellaneous Rent Deductions.—Hire of Equipment: Union Railway Co., Jan. 1 to June 30, 1916, thirty revenue cars at \$40 per month, \$7,200.

Miscellaneous: Union Railway Co., housing of cars, \$15 per car per month, in West Farms car house, \$6,120; in Port Morris car house, \$1,260; total, \$7,380.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically Operated Surface Line, Overhead Trolley Contact

TERMINI BETWEEN WHICH ROAD EXTENDS ⁷	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease
<i>Road owned by respondent under title in perpetuity</i>					
Southern boulevard, Third avenue to Boston road	3.616	3.607	.191	¹⁰ 7.414	.....
<i>Road owned by respondent under limited term franchise</i>					
Southern boulevard, 149th street to Leggett ave.	.237	.237	.....	.474	.....
Southern boulevard, Boston road to 180th street.	.637	.637	.034	1.308	.....
*Southern boulevard, 180th street to 189th street *	.679	.679	.....	1.358	.....
Southern boulevard, 189th street to Fordham road	.089	.089	.014	.192	.....
Total.....	1.642	1.642	.048	3.332	.....
<i>Road occupied under trackage rights from associated companies ⁸</i>					
Third avenue, 128th street to center line of Third avenue bridge.....	.175	.175	.041	.391	D .011
Third avenue, center line of Third avenue bridge to 136th street.....	.247	.247	.012	.506	.....
Lincoln avenue, 136th street to Southern boulevard.....	.151	.151	.....	.302	D .011
136th street, Third avenue to Lincoln avenue..	.052	.052	.....	.104	.....
Total.....	.625	.625	.053	1.303	D .022
Total track operated.....	5.883	5.874	.292	¹⁰ 12.049	D .022
Whereof owned and maintained.....	4.800	4.791	.239	9.830	.....
Whereof trackage rights and joint track maintained exclusively by others.....	1.083	1.083	.053	2.219	D .022

* Indicates joint ownership or operation. Detail footnotes are given for each item.

⁷ All in the Bronx, except line on Third avenue, 128th street to center line of Third avenue bridge which is in Manhattan.

⁸ This company has franchise rights jointly with N. Y. City Interborough over this track. It is operated jointly with that company.

⁹ From Union Railway Co.

¹⁰ Includes .185 miles of unused track.

The Southern Boulevard Railroad Company
Details of Track, Roadway and Electric Line Construction

Item	Added during year	Removed during year	At close of year
Ballast (miles of track):			
Laid on concrete construction.....	.....	.....	10.561
Ties:			
Number of wood ties, treated.....	¹¹ 1,175	.....	5,147
Number of wood ties, untreated.....	.....	1,175	22,748
Miles of track laid on ties.....	.....	.....	10.561
Rail (miles of track):			
9-inch, 107-lb. girder.....	.....	.....	5.605
9-inch, 90-lb girder.....	.....	.....	4.691
7-inch, 116-lb. girder.....	.....	.....	0.242
7-inch, 96-lb. girder.....	.....	.....	0.023
Rail joints (miles of track):			
Bolted plates.....	.....	.....	9.312
Electric weld.....	.....	.....	1.249
Rail bonds (miles of track):			
Miscellaneous types.....	.....	.....	9.312
Welded joints.....	.....	.....	1.249
Paving (miles of track):			
Wood block.....	.....	.....	2.963
Granite block.....	.....	.....	2.678
Asphalt block.....	.....	.....	4.905
Asphalt sheet.....	.....	.....	0.015
Poles: Total number, iron.....	.....	.....	465
Overhead construction (miles of line) ¹².....	.....	.020	5.072
Whereof span wire ¹².....	.....	.020	3.479
Whereof center pole.....	.....	.....	.935
Whereof wood trough.....	.....	.....	.658
Trolley wire (miles of wire): ¹²			
2/0 round copper.....	.....	.020	10.101
Distribution cables, overhead (voltage 575) (miles):			
500,000 C. M. weatherproof.....	.....	.....	12.023
4/0 weatherproof.....	.....	.....	1.254

Cars.— This company owns no rolling stock, and leases no fixed number of cars, etc. Cars, etc., are supplied by the Union Railway Company of New York City, as required. This company is charged with maintenance on a car-mileage basis and car rental at \$40 a month for passenger cars and \$1 per day for service cars.

Power Plant Equipment.— This company owns no power plant or sub-station.

Miscellaneous.— Number of transfer points, with associated companies, 10.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Five-cent fares, 4,610,539; transfers, 2,613,224. **Car-Miles.**— Passenger, active, 815,765; idle, 16,023. **Car-seat Miles.**— 32,927,397. **Car Hours.**— 92,973. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— Persons killed, 1; serious injuries, 17; minor injuries, 161; total, 179. Total amount paid during the year for injuries sustained within the year, \$10,022.50; on account of prior years, \$2,271.00. (For details of accidents, see Tables X and XI.)

Employees and Wages.— Statistics of this company have been consolidated with those of all other companies in the Third Avenue Railway System and a combined statement given in Table XII.

Officers.— President, F. W. Whitridge; Vice-President and General Manager, E. A. Maher; Secretary, S. E. Martin; Assistant Secretary and Assistant Treasurer, J. F. Feely; Treasurer, A. D. Sage; Auditor, Reune Martin.

¹¹ Total cost, \$1,045.38 charged to operating expenses of present year.

¹² Difference with 1915 report due to correction of an error.

The Southern Boulevard Railroad Company

Directors.—F. W. Whitridge, H. Bronner, G. W. Davison, A. Iselin, Jr., E. A. Maher, W. E. Roosevelt, J. H. Seaman, E. M. Burghard, A. W. Scholle.

Main Business Office.—2396 Third avenue, New York City.

Report verified by Edward A. Maher, Vice-President and General Manager, September 29, 1916.

SOUTHFIELD BEACH RAILROAD COMPANY

History.—Incorporated August 10, 1899, under Articles 1, 2 and 3, Chapter 565, Laws of 1890, as amended. [Certificate of incorporation was filed with the Secretary of State on August 18, 1899.]¹ This road is operated for the most part for summer travel. Transportation service commenced in July, 1901.

Stock control of this company is held by the Richmond Light & Railroad Company, through ownership of \$127,500 par value of stock.

Stockholders and Members.—Total voting power of all members of the company, 2,500, each holder of \$100 par value of capital stock having one vote. Total number of stockholders, 18, all of whom reside in New York State. Total votes cast at last general meeting, January 4, 1916, 2,321, of which 1,269 were cast by R. L. Rand in behalf of corporate members, and 1 in his own behalf, 1,050 by Glenn Ford McKinney, and one by J. E. Phillips, each in his own behalf.

Important Changes during the Year.—Power agreement with the Richmond Light & Railroad Company modified in May, 1916, to provide for the prorating of the entire cost of power supplied by the Livingston station of the Richmond Light and Railroad Company to the associated railroads in proportion to the relative revenue car miles operated by each road.

BALANCE SHEET

ASSETS SIDE		Increase or (D) decrease	
June 30, 1915		June 30, 1916	
\$534 65	Cash.....	\$333 79	D \$200 86
301,912 39	"Fixed Capital, Dec. 31, 1908".....	301,912 39	.....
.....	Fixed Capital installed since 1908.....	18 29	18 29
11 50	Prepayments (insurance).....	11 50	.....
<u>\$302,458 54</u>	<u>Total.....</u>	<u>\$302,275 97</u>	<u>D \$182 57</u>
LIABILITIES SIDE			
\$2,998 58	Taxes accrued.....	.....	D \$2,998 58
1,823 24	Working advances due Richmond Light & R. R. Co.....	\$843 07	D 980 17
50,000 00	Miscellaneous bills payable ²	50,000 00	.....
.....	Miscellaneous accounts payable.....	3 36	3 36
.....	Due for wages and salaries.....	264 77	264 77
.....	Insurance ³	27 99	27 99
250,000 00	Common stock.....	250,000 00	.....
Dr ⁴ 2,363 28	Corporate surplus.....	1,136 78	3,500 06
<u>\$302,458 54</u>	<u>Total.....</u>	<u>\$302,275 97</u>	<u>D \$182 57</u>

Contingent Liabilities.—None.

Assessed Valuation.—Not reported.

"Fixed Capital December 31, 1908."—Balance, June 30, 1916. Engineering and superintendence, \$2,118; right of way, \$251,148.46; track and roadway construction, \$34,441.86; electric line construction, \$4,030.25; buildings and fixtures used in operation of road, \$7,688.70; shop tools and machinery, \$27; cars, \$125; organization, \$1,823.12; miscellaneous, \$510; total, \$301,912.39; no change during year.

Fixed Capital Installed since December 31, 1908.—Additions and betterments installed during year and balance at close of year, poles and fixtures, \$18.29.

¹ See Documentary History, Annual Report for 1913, Vol. V.—pp. 1190–1191 and chart No. III

² Due the General Samuel Thomas estate.

³ [Represents over-accrual of insurance in income account for 1916; should have been credited to operating expenses instead.]

⁴ Deficit.

⁵ [An examination of the company's books by the Commission's accountants as of June 30, 1910, showed that the stock was issued for right of way, \$249,000; for legal expenses, \$1,000.]

Southfield Beach Railroad Company

Capital Stock.— Authorized by company's charter, 2,500 shares of common of \$100 par value each; amount issued, \$250,000; consideration for issue, \$2,500 cash, and sundry assets.⁴ Amount outstanding June 30, 1916, \$250,000; none held by or on behalf of respondent; no dividends declared or paid during year.

Funded Debt.— None.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue — passenger.....	\$10,592 34	\$253 91
Station privileges.....	185 00	D 11 66
Total operating revenue.....	<u>\$10,777 34</u>	<u>\$242 25</u>
Operating expenses:		
Maintenance of way and structures.....	\$1,321 42	D \$618 17
Maintenance of equipment.....	71 71	D 95 07
Power purchased.....	728 56	140 78
Operation of cars.....	1,539 15	92 40
General expenses.....	729 86	D 145 66
Total, operating expenses.....	<u>\$4,390 70</u>	<u>D \$625 72</u>
Taxes accrued.....	1,643 72	D 1,769 08
Total revenue deductions.....	<u>\$6,034 42</u>	<u>D \$2,394 80</u>
Operating income.....	\$4,742 92	\$2,637 05
Non-operating income — interest on bank balances.....	11 62	D 70 40
Gross income applicable to corporate and leased properties.....	\$4,754 54	\$2,566 65
Deductions from gross income — hire of equipment.....	526 12	55 90
Net corporate income.....	<u>\$4,228 42</u>	<u>\$2,510 75</u>
Other additions to surplus.....	15 26	
Total credits.....	<u>\$4,243 68</u>	
Deficit, June 30, 1915.....	\$2,363 28	
Other deductions from surplus (taxes prior period).....	748 62	
Total deductions.....	<u>\$3,106 90</u>	
Surplus, June 30, 1916.....	<u>\$1,136 78</u>	

Operating Expenses.— For details, see Table XIV.

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortisation of Capital," the official title of the depreciation reserve. Under date of November 29, 1909, this company filed with the Commission rules of depreciation which provide \$672 per annum for maintenance of way and structures (the company owns no equipment). No charges to Depreciation of Way and Structures have been made in the accounts since 1911.

Power Purchased.— From Richmond Light and R. R. Co.: old agreement, 19,722 car miles at 2½ cents per car mile, \$493.05; new agreement, 17,689 kw. hrs., at 1.33 cents per kw. hr., \$235.51, total, \$728.56.

⁴ See note preceding page.

Southfield Beach Railroad Company

Taxes

	Amount of levy	Charged to income	Amount paid	Due and unpaid
Corporate real property.....	\$1,491 00	*\$1,540 34	†\$5,282 54	.....
Gross earnings — state.....	103 38	103 38	103 38	.....
Total.....	\$1,594 38	*\$1,643 72	†\$5,385 92	.....

Hire of Equipment.— From Richmond Light & R. R. Co., revenue cars at 2 cents per car mile operated, \$526.12.

DESCRIPTION OF ROAD AND EQUIPMENT

Road.— Electrically operated surface line, overhead trolley contact, from South Beach to Midland Beach, on private right of way owned (title in perpetuity). Length of road, 1.57 miles; second track, 1.57 miles; other tracks (in car-houses, shops and yards), 0.1 miles; total track (all owned, operated, and maintained by respondent), 3.24 miles.

Ballast.— Miles of track laid on gravel and dirt, 3.24.

Ties.— Miles of track laid on ties, 3.24. Number of new wood ties untreated, laid during the year, 800, total estimated cost at distributing point, \$440, charged to operating expenses. Number of wood ties, untreated, removed during year, 800.

Rail.— 60-lb. T, 3.24 miles of track.

Rail Joints.— 3.24 miles of bolted plates.

Electric Line Construction.— Poles, wood untreated, 112 (8 replaced during year). Overhead construction (miles of line), 0.1 span wire, 3.14 side bracket; trolley wire, size 2/0, 3.14 miles long.

Track Structures.— One wooden bridge, 100 feet long. No grade crossings.

Cars.— Four open passenger cars leased from Richmond Light & R. R. Co.

Miscellaneous.— Car house (storage), 1; passenger stations, 2.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 211,845 fares at 5 cents, and 2 at 4½ cents. *Car Miles.*— 26,306 active passenger. *Car-seat Miles.*— 1,183,822, active. *Car Hours.*— 2,740, passenger, active and idle. (For details of traffic statistics, see Tables V-VIII.)

Accidents.— None during the year. No claims pending.

Employees and Wages.— See Table XII.

Officers.— President, C. W. Hotchkiss; Vice-President, R. L. Rand; Secretary and Treasurer, J. E. Phillips; Superintendent of Railway, H. F. Blackham; Counsel, B. G. Eadie.

Directors.— C. W. Hotchkiss, R. L. Rand, A. J. Hemphill, Frederic Bull, J. E. Phillips, B. G. Eadie, Glen F. McKinney.

Main Business Office.— Terminal building, New Brighton, N. Y.

Report verified by J. E. Phillips, Secretary and Treasurer, September 13, 1916.

STATEN ISLAND MIDLAND RAILWAY COMPANY

History.— Incorporated January 16, 1907, under Chapter 469, Laws of 1873 and amendments thereto, for the purpose of taking over the property of the Staten Island Midland Railroad Company, which, following a receivership and foreclosure, was conveyed to the Railway Company. The predecessor company was incorporated December 1, 1890, [as a reorganization of the Richmond County Railroad Company, and later acquired the property of the Staten Island Traction Company.]*

Stockholders and Members.— Total voting power of all members of the company, 10,000, each holder of \$100 par value having one vote; total number of stockholders, 10, 9 of whom reside in New York State. [The principal stockholder June 30, 1909, was H. H. Rogers, who held \$999,300 par value; the remainder was held by directors as qualifying shares — Report of 1909.] Total

* In addition, \$743.62 was charged to Surplus.

† Payments for the year 1912, \$1,517.36; 1913, \$1,430; 1915, \$1,589.68; 1916, \$745.50.

* See Documentary History of Railroad Companies, in Annual Report, vol. V, 1913, page 1232.

Staten Island Midland Railway Company

votes at the last regular meeting, July 20, 1915, 9,997, of which C. W. Hotchkiss cast 1 on behalf of himself and 9,988 on behalf of other members and R. L. Rand cast 8, one on behalf of himself and 7 on behalf of other members.

Important Changes during the Year.—None. No additional rights or franchises were acquired during the year. Equipment trust certificates were retired to the amount of \$13,500.

BALANCE SHEET

ASSETS SIDE			
June 30, 1915		June 30, 1916	Increase or (D) decrease
\$64,440 99	Cash.....	\$108,160 17	\$43,719 18
¹ 8,817 50	Special deposits.....	² 10,145 00	1,327 50
20,000 00	Due from Richmond Light and R. R. Co. on demand, 6%.....	20,000 00	.....
.....	Due from Richmond Light and R. R. Co. in time, 5%.....	7,500 00	7,500 00
690 94	Accounts receivable.....	190 94	D 500 00
704 13	Materials and supplies — coal.....	346 50	D 357 63
2,106,540 03	" Fixed Capital, Dec. 31, 1908 " ³	2,105,331 53	D 1,208 50
215,069 35	Fixed capital installed since 1908.....	213,683 38	D 1,385 97
2,321,609 38	Total fixed capital — gross.....	2,319,014 91	D 2,594 47
28,415 83	Less accrued amortization.....	45,686 67	17,270 84
2,293,193 55	Total fixed capital — net.....	2,273,328 24	D 10,865 51
20,641 26	Construction in process.....	25,063 92	4,422 66
293 64	Prepayments — insurance.....	2,921 01	2,627 37
582 66	Unamortized debt discount and expense.....	.....	D 582 66
103,438 24	Corporate deficit.....	141,409 71	37,971 47
<u>³ \$2,512,802 91</u>	Total.....	<u>\$2,589,065 49</u>	<u>\$76,262 58</u>
LIABILITIES SIDE			
\$15,258 72	Taxes accrued.....	\$10,165 09	D \$5,093 63
.....	Judgments unpaid.....	7,146 38	7,146 38
16,401 80	Working advances due Richmond Light & R. R. Co.....	40,831 83	24,430 03
388 81	Miscellaneous accounts payable.....	1,138 63	749 82
³ 352,317 50	Interest on funded debt.....	403,645 00	51,327 50
.....	Due for wages and salaries.....	2,701 85	2,701 85
Dr. 6,563 92	Optional reserves.....	1,936 71	8,500 63
² 1,135,000 00	Funded debt.....	1,121,500 00	D 13,500 00
1,000,000 00	Capital stock.....	1,000,000 00	.....
<u>³ \$2,512,802 91</u>	Total.....	<u>\$2,589,065 49</u>	<u>\$76,262 58</u>

Contingent Liability.— Franchise taxes unpaid, 1899 to 1914, inc., \$57,590.26.

Valuation of Property for Purposes of Taxation

	Gross value	Same less depreciation
Valuation as of June 30, 1916, filed by respondent:		
Real property outside streets and public places.....	\$758,538 96	} No report
Real property in streets — tangible.....	1,159,775 95	
Tangible personal property.....	346 50	
<hr/> <hr/>		
Assessed valuation for 1916 taxes:		
Real property outside streets and public places.....	\$126,700 00	
Special franchises.....	427,200 00	
<hr/> <hr/>		

¹ The changes were due to reclassification by the respondent.
² For coupons, \$3,645; for retirement of equipment trust certificates, \$6,500.
³ [Includes \$112,500 which represents outstanding unpaid coupons at reorganization January 18 1907. The company claims that the result of its inventory justifies the transference of this item from " Other suspense," where it was carried in the 1910 report to capital account. See Annual Report of this Commission for 1910, Vol. III, p. 665 — P. S. C.]

Staten Island Midland Railway Company
DETAILS OF ASSETS AND LIABILITIES
"Fixed Capital, December 31, 1908"

	Balance June 30, 1915	Withdrawals during year	Balance June 30, 1916
Franchises.....	\$150,000 00	.....	\$150,000 00
Right of way.....	71,300 00	.....	71,300 00
Real estate used in operation of road.....	28,000 00	.....	28,000 00
Track and roadway construction.....	1,046,609 43	.....	1,046,609 43
Electric line construction.....	101,289 05	\$656 00	100,633 05
Buildings and fixtures used in operation of road..	69,565 67	2 50	69,563 17
Power plant equipment.....	112,583 75	.....	112,583 75
Shop tools and machinery.....	4,743 69	.....	4,743 69
Cars.....	74,016 20	.....	74,016 20
Electric equipment of cars.....	86,452 24	.....	86,452 24
Miscellaneous equipment.....	11,980 00	550 00	11,430 00
Organization.....	350,000 00	.....	350,000 00
Total.....	\$2,106,540 03	\$1,208 50	\$2,105,331 53

Details of Capital Withdrawn.— 87 poles, \$656; 1 grate, \$2.50; 2 horses and one set of double harness, \$550; total, \$1,208.50; whereof recoveries, \$552.50, charged to surplus, \$656.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Ties.....	\$335 70	.....	.....	\$335 70
Rails, rail fastenings and joints.....	.....	.....	.....	1,255 98
Special work.....	.....	.....	.....	10,829 98
Track laying and surfacing.....	.....	.....	.....	387 57
Paving.....	160 00	.....	.....	160 00
Interlocking and other signal apparatus...	.....	.....	.....	1,155 20
Poles and fixtures.....	2 81	.....	.....	2 81
Distribution system.....	.....	.....	.....	8,935 35
Stations, waiting rooms and miscellaneous buildings.....	.....	.....	.....	16 25
Furnaces, boilers and accessories.....	.....	.....	.....	1,453 50
Miscellaneous power plant equipment.....	.....	.....	.....	140 00
Shop equipment.....	48 52	.....	.....	48 52
Revenue cars.....	372 76	4.....	\$60,449 76	126,110 38
Electric equipment of cars.....	58,144 00	.....	.....	58,144 00
Miscellaneous equipment.....	.....	.....	.....	4,708 14
	\$59,063 79	.....	\$60,449 76	\$213,683 38

Equipment Retired during the Year.— Two horses and one set of double harness, \$550.
Unamortized Debt Discount and Expense.— Unamortized balance, June 30, 1915,⁵ \$582.66; discount suffered on issue made during the year, \$35; total, \$617.66, charged to corporate surplus.

Securities		Common stock	First mortgage gold bonds ⁶
Particulars of Stock and Bonds			
Nominal date of issue.....		_____	July, 1896
Date of maturity.....		_____	July, 1926
Interest, rate and dates.....		_____	5%, Jan. & July
Denominations.....	1 share = \$100		\$1,000
Authorized by company.....	\$1,000,000		1,000,000
By public authority.....	1,000,000		_____
Actually issued prior to year.....	1,000,000		1,000,000
Cash realized.....	1,600		.....
Property consideration.....	998,400		1,000,000

⁴ Includes cost of electric equipment of 32 cars purchased in preceding years, \$58,144, here transferred from Revenue cars to Electric equipment of cars.
⁵ See Equipment Obligations for particulars.
⁶ Issued by Staten Island Midland Railroad Company (the predecessor company).

Staten Island Midland Railway Company
Securities — Concluded

	Common stock	First mortgage gold bonds
Actually outstanding.....	1,000,000	1,000,000
Interest accrued and dividends declared.....		50,000
Interest charged to income.....	—————	50,000
Interest and dividends paid.....		
Interest and dividends not due.....		
Interest and dividends matured and unpaid.....		400,000
Trustees under mortgage.....	—————	Farmers Loan & Trust Co.

Equipment Obligations.— Series A. Nominal date of issue, Jan. 1, 1915; serial, 10-year certificates, payable, \$7,000, Jan. 1, and \$6,500, July 1 of each year; interest, 6 per cent, accrued during year, \$7,500; paid, \$6,172.50; matured and unpaid at close of year, \$3,645; issued under the authority of the Commission, Case No. 1887, to the amount of \$135,000 — being partial payment for 32 enclosed steel cars, Nos. 300 to 331, which cost \$172,000; actually outstanding at close of year, \$121,500.

Taxes Accrued.— See schedule supporting Income Statement.

Reserves.— Accrued amortization of capital: Balance, June 30, 1915, \$28,415.83; accrued during the year, \$17,270.84; balance, June 30, 1916, \$45,686.67.

Casualties and insurance reserve:⁷ Debit balance, June 30, 1915, \$6,829.03; debits during year, payments, \$8,671.08, credits during year; debit balance June 30, 1915, transferred to corporate deficit, \$6,829.03; accrued during year, \$8,214.21; transferred from unpaid judgments, \$583.21; credit balance, June 30, 1916, \$128.44.

Expired insurance: Accrued during the year and balance June 30, 1916, \$783.04.

Suspense credit balance: Balance, June 30, 1915, \$265.11; credits during the year, tickets sold, \$6,543.38; salvage on equipment retired but not yet removed, \$493.61; debit during the year, tickets redeemed, \$6,274.87, credit balance, June 30, 1916, \$1,027.23.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue.....	\$335,588 43	\$11,218 53
Other operating revenues.....	7,480 96	3,748 75
Total operating revenue.....	\$343,069 39	\$14,967 28
Operating expenses:		
Maintenance of way and structures.....	\$30,008 07	\$814 26
Maintenance of equipment.....	37,505 70	D 3,267 43
Operation of power plant and power purchased.....	75,316 69	32,363 00
Operation of cars.....	105,325 14	1,437 73
Injuries to persons and property.....	21,737 86	8,638 02
Traffic expenses.....	879 12	D 406 59
Other general expenses.....	26,798 77	1,116 54
Total operating expenses.....	\$297,571 35	\$40,695 53
Taxes accrued.....	12,000 00	
Total revenue deductions.....	\$309,571 35	\$40,695 53
Operating income.....	\$33,498 04	D \$25,728 25
Non-operating income — interest on bank balances, \$2,363.04; interest on advances to Richmond Light & R. R. Co., \$1,639.- 78.....	4,002 82	1,679 10
Gross income applicable to corporate and leased properties.....	\$37,500 86	D \$24,049 15
Deductions from gross income: Interest on funded debt, \$57,- 500; track and terminal privileges, \$2,780.48; hire of equip- ment, \$3,659.66.....	63,940 14	2,485 62
Net corporate loss.....	\$26,439 28	D \$26,534 77

⁷ [This reserve was not set up in accordance with the accounting order, and the debit balance as stated resulted from improper entries.]

Staten Island Midland Railway Company

CORPORATE DEFICIT		Amount
Deficit, June 30, 1915.....		\$103,438 24
Debit balance for year transferred from income account.....		25,439 28
Transfer of debit balance from reserve for casualties and insurance.....		6,829 03
Insurance adjustment.....		2,788 93
Coal adjustment.....		426 93
Applicable to prior periods: Unpaid judgments, \$583.21; other expenses, \$195.92.		779 13
Old poles abandoned.....		656 00
Amortisation of debt discount.....		617 66
Total.....		\$141,975 20
Interest for prior period on note for \$20,000 due from Richmond Light and R. R. Co.....	\$486 66	
Operating expenses of prior period.....	78 83	
Total credits.....		565 49
Deficit, June 30, 1916.....		\$141,409 71

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— From Richmond Light & R. R. Co.: Rent of cars at 1 cent per car mile operated, \$6,802.74; rent of tracks (Castleton Ave., 46 miles double track) \$117.22; total, \$6,919.96. Advertising, space in cars, \$561.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The uniform system of accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued," during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortisation of Capital," the official title of the depreciation reserve. Under date of November 29, 1909, this company filed with the Commission rules of depreciation which provide \$27,300 for maintenance of way and structures and \$25,500 for maintenance of equipment. These provisions were found to be inadequate, and an application, dated October 14, 1912, was made in behalf of the company for leave to set aside these rules as of July 1, 1912, which was granted by the Commission, and the company was directed to file revised rules.

A. M. Stillwell, Secretary, in a letter to the Commission, dated February 16, 1915, wrote, "For the purpose of establishing a reserve to meet possible depreciation of equipment it has been decided beginning July 1, 1914, to set aside the sum of one cent per car mile operated." Accordingly in 1915 there was charged to Depreciation of Equipment and concurrently credited to the reserve Accrued amortisation of capital the sum of \$17,347.84, this being the first accrual to this reserve since June 30, 1912. In 1916 the credit was \$17,270.84.

Power Bought.— From the Richmond Light & R. R. Co., 5,718,686 kw. hrs. at the average price of 1.23 cents per kw. hr., based on the car-miles operated by each road during a given accounting period, \$70,619.90, charged to operating expenses.

Rents Payable Charged to Operating Expenses.— Terminal Bldg., St. George (accounting office), owned by the Richmond Light & R. R. Co., \$800; 55 Wall St., president's office, \$400; total, \$1,200

Taxes				
Class of Taxes	Amount of levy	Charged to income	Amount paid	Due and unpaid ^a
Land and improvements on land....	\$2,223 26	\$2,220 04	\$2,220 04	.....
Corporate real estate.....	546 25	834 00	834 00	\$475 00
Special franchise.....	7,400 52	5,455 88	10,482 01	^b 68,028 51
State tax on gross earnings.....	3,281 02	3,281 02	3,281 02	.....
Federal income tax.....	209 06	209 06	209 06	.....
Total.....	\$13,660 11	\$12,000 00	\$17,026 13	\$68,503 51

^a The liability for all taxes unpaid, taken into the balance sheet, is \$10,165.09.

^b The liability for these taxes, which have accumulated since 1899, is not admitted by the respondent.

Staten Island Midland Railway Company

*Miscellaneous Rent Deductions (track and terminal privileges).—*To Richmond Light & R. R. Co.' terminal privileges at St. George, \$2,000; rent of track, \$780.48; total, \$2,780.48.

Hire of equipment. To Richmond Light & R. R. Co., for revenue cars at one cent per car mile operated, \$3,659.66.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916
Electrically operated surface line, overhead trolley contact

NAME OF ROAD OR BRANCH	Road	Second track	Sidings, turn-outs, etc.	All running track	Increase or (D) decrease
<i>Road owned by respondent under title in perpetuity</i>					
St. George to Richmond.....	7.10	5.66	.17	12.93	.....
Broadway at Richmond Terrace and Eckstein's Brewery.....	2.56	.....	.25	2.81	.....
St. George to Richmond Terrace at Ferry street	3.20	3.15	.....	6.35	.....
Concord, St. George to Richmond Terrace at Ferry street.....	1.61	1.61	.06	3.28	.....
St. George to Midland Beach.....	1.56	1.56	.01	3.13	.....
Port Richmond to Midland Beach.....	.15	.03	.....	.18	.....
Richmond Terrace, from Jewett avenue to Port Richmond Railroad crossing.....	.....	.14	.....	.14	.....
Total.....	16.18	12.15	.49	28.82	.....
<i>Road owned by Richmond Lt. & R. R. Co., operated and maintained solely by respondent</i> ¹⁰					
Richmond Turnpike, from Brook street to Clove road.....	1.89	.....	.04	1.93	.....
Total track maintained.....	18.07	12.15	.53	30.75	.....
<i>Road occupied under trackage rights from Richmond Lt. & R. R.</i>					
St. George to Richmond Turnpike and Van Duzer street.....	.84	.84	.....	1.68	.....
Richmond Terrace, Port Richmond Railroad crossing to Ferry street.....	.35	.21	.....	.56	.....
Richmond Turnpike, from Van Duzer street to Brook street.....	.16	.16	.....	.32	.....
Total trackage rights.....	1.35	1.21	.....	2.56	.....
Total tracks operated.....	19.42	13.36	.53	33.31	.....
Tracks in car houses, shop and yards .74 miles					

Details of Track, and Roadway and Electric Line Construction

	Added during year	Removed during year	At close of year
Ballast: Miles of track laid on crushed stone.....	.....	.....	22.28
Miles of track laid on concrete construction.....	.....	.....	6.54
Ties: Number of steel ties.....	.....	.....	2,599
Number of wood ties, untreated.....	¹² 4,079	4,079	70,887
Rail: (miles of track):			
Steel rail T 56 to 65 lbs., girder 85 to 90 lbs.....	.....	.....	28.82
Girder.....	.039	.039	.....
Tee.....	.034	.034	.....
Guard.....	.257	.257	.....
Rail joints: (Miles of track), bolted plates.....	.94	.94	28.82
Rail bonds: (Miles of track), 26 inches to 44 inches.....	2.84	.284	28.82

¹⁰ Rent, 4 cents per car mile; term indefinite.

¹² All new ties, net cost, \$2,243.45; charged to operating expenses, \$1,907.75; to additions and betterments in fixed capital, \$335.70.

Staten Island Midland Railway Company

Details of Track, and Roadway and Electric Line Construction — Concluded

	Added during year	Removed during year	At close of year
Paving (miles of track):			
Macadam.....	.....	.....	11.716
Wood block.....	.....	.....	1.771
Brick (red).....	147,700	147,700	3.846
Granite block.....	149,141	145,141	3.053
Asphalt.....	1421,952	1421,952	4.364
Brick (iron slag bricks).....	142,333	142,333	1.061
Dirt.....	.....	.....	3.009
Poles (number):			
Wood, treated.....	207	.....	290
Wood, untreated.....	.....	256	1,625
Overhead construction (miles of line):			
Span wire construction.....	.....	.....	25.48
Side bracket construction.....	.....	.....	3.34
Trolley wire (miles):			
2/0 size.....	.34	.34	28.82
Distribution cables, overhead, feet (voltage, 550):			
750 M. W. P. Strand.....	.....	.....	54,533
500 M. Strand.....	2,450	2,450	122,928
250 M. Strand.....	250	250	16,413
4/0 W. P. Single.....	250	250	1,555
2/0 W. P. Single.....	340	340	5,467
3/0 W. P. Single.....	560	.....	560

There are about 20 miles of telephone wire, the property of the New York Telephone Co., and 2½ miles, United States signals. There are interlocking switches and signals at Port Richmond Railroad crossing.

Cars.— Revenue, 93, whereof 52 are closed passenger cars, 40 are open passenger cars, and 1 is an express car; service cars, 9. Total cars, 102.

Power Plant Equipment.— See Table III.

Miscellaneous.—Power house, 1; sub-station, 1; car house, 1; office building, 1; passenger station, 1; transfer points to respondent's own cars, 8; to cars of associated companies, 7.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— 6,722,403 fares, whereof 5-cent, 6,585,529; 4½-cent, 8,446; 4-cent, 121,814; 2½-cent, 6,614; transfers collected, 668,728; employees and others carried free, 60,887. *Car Miles.*— Revenue, 1,727,724, whereof active passenger, 1,725,774; and special, 1,950; non-revenue, 10,708. *Car Hours.*— 181,307, whereof active and idle passenger, 181,119 and special passenger, 188. *Car-seat Miles.*— 75,273,628. (For details of traffic statistics, see Tables V–VIII.)

Accidents.— Persons killed, 2; seriously injured, 8; minor injuries, 39; total number of settlements made during the year, 75; total settlements, \$8,639.07. (For details of accidents, see Tables X and XI.)

Employees and Wages.— See Table XII.

Officers.— President, C. W. Hotchkiss; Vice-President, R. L. Rand; Secretary and Assistant Treasurer, A. M. Stillwell; Treasurer and Assistant Secretary, A. Watson; General Counsel, B. G. Eadie; Chief Engineer, W. H. Rudisill; General Superintendent, H. J. Blackham; General Purchasing Agent, J. J. Matheson.

Directors.— S. F. Hazelrigg, W. R. Coe, W. E. Benjamin, E. C. Lackland, Jr., G. H. Church, C. W. Hotchkiss, John T. Dooling, Noel McVicker, R. L. Rand.

Main Business Office.— Terminal Bldg., New Brighton, N. Y.

Report verified by A. M. Stillwell, Secretary and Assistant Treasurer, September 30, 1916.

14

Represents number of bricks or blocks.

THE STATEN ISLAND RAILWAY COMPANY

STEAM RAILROAD

History.— Incorporated March 20, 1873, under the General Railroad Law, passed in 1850. The company was a reorganization of The Staten Island Railroad Company whose property it purchased at foreclosure. Operation by the predecessor company began in 1859. [On July 31, 1884, the property of the company was leased to The Staten Island Rapid Transit Railroad Company. On July 14, 1898, a receiver was appointed for the latter company, and subsequently this company resumed the operation of its own property.]¹

Control of this company is held by the Baltimore & Ohio Railroad Company through ownership of all the stock, except 10 shares.

Stockholders and Members.— The total voting power of all members of the company is 14,000 votes, each holder of \$75 par value of capital stock having one vote; the total votes cast at the last general meeting, March 28, 1916, were 13,990, all of which were cast on behalf of the Baltimore & Ohio R. R. Co.

Important Changes during the Year.— 0.16 of a mile of new siding was laid.

BALANCE SHEET

ASSETS SIDE		Increase or (D) decrease	
June 30, 1915		June 30, 1916	
\$1,485,225 97	Investment in road and equipment.....	\$1,490,468 11	\$5,242 14
1,709 28	Miscellaneous physical property ²	1,709 28	.....
1,715 62	Miscellaneous accounts receivable ³	5,390 57	8,674 95
<u>\$1,488,650 87</u>	<u>Total.....</u>	<u>\$1,497,567 96</u>	<u>\$8,917 09</u>
LIABILITIES SIDE			
\$1,050,000 00	Common stock.....	\$1,050,000 00	.....
511,000 00	Mortgage bonds.....	511,000 00	.....
149,467 50	Staten Island Rapid Transit notes ⁴	126,472 50	D \$22,995 00
1,916 25	Unmatured interest accrued on funded debt..	1,916 25	.....
Dr. 8,901 20	Tax liability.....	Dr. 10,599 06	D 1,697 86
60,686 26	Accrued depreciation — equipment.....	69,998 80	9,312 54
459 84	Additions to property through income and surplus.....	459 84	.....
Dr. 275,977 78	Profit and loss.....	Dr. 251,680 37	24,297 41
<u>\$1,488,650 87</u>	<u>Total.....</u>	<u>\$1,497,567 96</u>	<u>\$8,917 09</u>

Investment in Road and Equipment to June 30, 1907.— [In its report of June 30, 1907, to the Public Service Commission, the respondent gave the following analysis of the "Investment in Road" account:

Superstructures (including ties), \$1,600; land, \$18,994.13; passenger and freight stations, \$7,-274.44; road built by contract, \$52,905.93; purchase of constructed road, \$990,402.57; buildings and fixtures not used in operation, \$2,300; Tottenville terminals, \$63,533.88; total cost of road, \$1,137,010.95.

The company's report of June 30, 1910, gives the following as property transferred to permanent investments in physical property during 1910: Abandoned ferry properties foot of Main street, Tottenville, S. I., at actual money cost of \$1,709.28; and foot of Arietta street, Tompkinsville, S. I., actual money cost of \$50,000; present investment, \$1,085,301.67.

The report of June 30, 1907, gives the following as an analysis of the "Investment in Equipment" account: Locomotives, \$87,566; ferry boat, \$29,500; total equipment, \$117,066.]

*Investment from July 1, 1907 to June 30, 1914.*⁵— [Engineering, \$382.48; right of way and station grounds, \$10,021.20; grading, \$10,628.66; bridges, trestles, and culverts, \$56,423.27; ties, \$8,-423.59; rails, \$19,939.07; frogs and switches, \$1,473.55; track fastenings and other material, \$5,640.79; ballast, \$1,922.71; track laying and surfacing, \$5,195.70; crossings and signs, \$5,687.75; interlocking and signal apparatus, \$32,141.84; telegraph and telephone lines, \$2,432.97; station

¹ See Documentary History, Annual report of P. S. C. for 1913, Vol. V, p. 1256.

² Waterfront, foot of Main street, Tottenville, S. I., carried on books at actual money cost.

³ Staten Island Rapid Transit.

⁴ Due, on demand, rate of interest, 4½ per cent.

⁵ Report of 1914.

The Staten Island Railway Company

buildings and fixtures, \$6,122.51; shops, engine houses and turn tables, \$14,490.92; shop machinery and tools, \$3,593.00; water stations, \$929.47; dock and wharf property, \$2,694.56; total for road, \$188,144.04; steam locomotives, Cr. \$10,000; floating equipment, \$101,164.83; other expenditures, \$1,444.30. Grand total, \$280,753.17.]

Investment in Road and Equipment since June 30, 1914

Item	Expenditure during year for additions and betterments	Total since June 30, 1914
Engineering.....		\$507 35
Land for transportation purposes.....	Cr. \$84 20	Cr. 220 94
Grading.....		Cr. 5,043 70
Bridges, trestles and culverts.....		Cr. 5,827 57
Ties.....	160 91	191 79
Rails.....	129 01	129 01
Other track material.....	89 13	89 13
Track laying and surfacing.....	159 40	207 24
Right-of-way fences.....		153 38
Crossings and signs.....		10,909 56
Station and office buildings.....	2,105 32	2,866 25
Shops and engine houses.....	681 34	840 10
Telegraph and telephone lines.....		Cr. 43 87
Signals and interlockers.....	13 70	13 70
Assessments for public improvements.....	132 00	173 20
Steam locomotives.....	1,855 53	2,402 64
Total.....	\$5,242 14	* \$7,347 27

Average investment per mile of road, \$117,823.57. *

Securities

Particulars of Stock and Funded Debt	Common stock	First mortgage bonds
Nominal date of issue.....	_____	1893
Date of maturity.....	_____	1943
Interest, rate and dates.....	_____	4½ % , June & Dec.
Denominations.....	1 share=\$75 00	N. R.
Authorized by company.....	\$1,050,000 00	\$1,000,000 00
By public authority.....	1,050,000 00	1,000,000 00
Actually issued prior to year.....	1,050,000 00	511,000 00
Cash realized.....	7 210,000 00	* " Unknown "
Actually outstanding.....	1,050,000 00	511,000 00
Interest accrued and dividends declared.....		22,995 00
Interest charged to income.....	_____	22,995 00
Interest and dividends paid.....		22,995 00
Interest accrued and not due.....		1,916 25

Reserve for Accrued Depreciation.— Balance at beginning of year, \$60,686.26; steam locomotive depreciation, \$3,124.52; floating equipment depreciation, \$6,188.02; balance at close of year, \$69,998.80.

Basis of depreciation: Steam locomotives, 4 per cent on cost or book value; floating equipment, 4 per cent to 7 per cent on cost

* Depreciation not deducted.

* Amount originally paid for stock which had a par value of \$15 a share.

* Portion issued for property.

The Staten Island Railway Company
INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Railway operating revenue.....	\$400,361 40	\$32,906 74
Railway operating expenses.....	317,917 04	9,515 29
Net revenue from railway operations.....	\$82,444 36	\$23,391 45
Railway tax accruals.....	17,000 00	2,250 00
Railway operating income.....	\$65,444 36	\$21,141 45
Non-operating income:		
Rent from locomotives, \$1,533.38; rent from floating equipment, \$135.26.....	1,668 64	471 23
Gross income.....	\$67,113 00	\$21,612 68
Deductions from gross income:		
Rent for locomotives.....	\$4,743 76	\$18 76
Rent for passenger-train cars.....	7,641 84	.....
Rent for work equipment.....	133 32	11 11
Miscellaneous rents ⁹	800 00	.....
Interest on funded debt.....	¹⁰ 29,289 89	258 70
Total deductions from gross income.....	\$42,608 81	\$288 57
Net income.....	\$24,504 19	\$21,324 11
Profit and loss.— Debit balance, July 1, 1915.....	275,977 78	
Total.....	\$251,473 59	
Loss on retired road and equipment ¹¹	206 78	
Profit and loss.— Debit balance, June 30, 1916.....	\$251,680 37	

DETAILS OF OPERATING REVENUES

<i>Class of Railway Operating Revenue</i>	Amount of revenue for the year	Increase or (D) decrease
Freight revenue.....	\$33,882 47	\$6,907 88
Passenger revenue.....	277,022 28	16,143 08
Mail revenue.....	1,175 96	.....
Express revenue.....	3,950 00	D 394 97
Water transfers — passenger.....	27,863 00	2,249 30
Water transfers — vehicles and live stock.....	44,074 30	3,137 56
Total rail-line transportation revenue.....	\$387,468 01	\$28,042 84
Station, train, and boat privileges.....	\$766 39	\$46 90
Demurrage.....	7,502 00	4,933 00
Rents of buildings and other property.....	4,625 00	D 86 00
Miscellaneous.....	.....	D 30 00
Total incidental operating revenue.....	\$12,893 39	\$4,863 90
Total railway operating revenue.....	\$400,361 40	\$32,906 74

⁹ To City of New York for street crossings.

¹⁰ On bonds, \$22,995; on demand notes, \$6,294.89.

¹¹ Ash hoist at Clifton, built and abandoned during the year.

The Staten Island Railway Company

DETAILS OF OPERATING EXPENSES

CLASS OF EXPENSES	Amount of operating expenses for the year		Increase or (D) decrease over pre- ceding year
<i>Maintenance of Way and Structures</i>			
Superintendence.....	\$2,554 05	D	\$316 28
Maintaining roadway and track.....	7,977 92	D	2,974 73
Maintaining track structures.....	4,807 02	D	1,027 28
Maintaining auxiliary structures.....	13,665 99	D	1,628 14
Injuries to persons.....	135 20	D	715 85
Other way and structure expenses.....	3,866 90	D	342 84
Total maintenance of way and structures.....	\$33,007 08	D	\$7,005 12
<i>Maintenance of Equipment</i>			
Superintendence.....	\$883 32		\$80 56
Repairs of machinery and other apparatus.....	5 38	D	96 62
Locomotive repairs.....	24,034 51		6,095 50
Locomotive depreciation and retirements.....	3,124 52		21 88
Car repairs.....	15,560 02		2,463 08
Floating equipment repairs.....	7,784 07		3,275 58
Floating equipment depreciation and retirements.....	6,188 02		
Work equipment repairs.....	67	D	18 58
Other equipment expenses.....	1,769 03	D	29 81
Total maintenance of equipment.....	\$59,349 54		\$11,771 59
Traffic expenses.....	\$4,817 49		\$259 47
<i>Transportation Expenses</i>			
Superintendence and dispatching.....	\$9,420 37		\$1,834 45
Station service.....	18,212 38		1,568 49
Yard enginemen and motormen.....	149 41	D	8 55
Other yard employees.....	379 98		96 50
Yard expenses.....	11 02		11 02
Train enginemen and motormen.....	23,986 39		1,000 30
Fuel for train locomotives.....	40,420 31		822 06
Other train locomotive supplies and expenses.....	16,463 69		1,366 05
Trainmen.....	40,456 08		2,217 31
Train supplies and expenses.....	4,755 00		375 89
Injuries to persons.....	2,069 86	D	3,735 48
Loss and damage.....	25 00	D	60 89
Other casualty expenses.....	131 38	D	846 72
Other rail transportation expenses.....	51,576 51		610 27
Total transportation expenses.....	\$208,057 38		\$5,250 70
<i>General Expenses</i>			
Administration.....	\$12,164 08	D	\$726 93
Insurance — general.....	36 67		8 17
Valuation expenses.....	9 62	D	17 88
Other general expenses.....	475 18	D	24 71
Total general expenses.....	\$12,685 55	D	\$761 35
Total railway operating expenses.....	\$317,917 04		\$9,515 29

Taxes.— Amount charged to railway tax accruals, \$17,000, whereof New York taxes were \$16,-606.71 divided as follows, on the value of real and personal property, \$15,308.71, on the par value of stocks, bonds, etc., \$205.80, on gross or net earnings, revenue or dividends, \$1,092.20; and New Jersey taxes on the value of real and personal property, \$393.29. Total taxes paid during year and charged directly or indirectly to income, New York, \$18,304.57, New Jersey, \$393.29.

The Staten Island Railway Company
DESCRIPTION OF ROAD AND EQUIPMENT

Road Owned.— Clifton [Junction], S. I., to Tottenville, S. I. Length of road, 12.65 miles; second track, 11.83 miles; sidings, etc., 2.94 miles; increase during the year, .16 miles; yard track, .38 miles; total owned and maintained, 27.80 miles.

Line Operated under Contract.— [Clifton Junction to St. George]. Length of road, 1.79 miles; second track, 1.79 miles; total, 3.58 miles.

Total track operated, 31.38 miles.

Miscellaneous Characteristics of Road.— Gage of track, 4 feet, 8½ inches; 75-lb. rail for 24.43 miles.

Grade Crossings.— One with an electric railway, protected by both gates and flagman; with streets, avenues or highway, 45, whereof 8 protected by both gates and flagmen, 4 protected by gates alone, 1 protected by flagmen alone — 24 hours daily, 7 protected by flagmen alone — part time only, 13 protected by crossing alarm only and 12 unprotected. During the year one grade street crossing was eliminated.

Telegraph Line.— Located on the property of the respondent but owned and operated by the Western Union Telegraph Co.; miles of line, 12.50; miles of wire, 26.00.

Equipment in Service of the Respondent.— Locomotives, steam, 10, whereof 6 were fully owned and 4 held under lease. One locomotive, class 280, has a weight on the drivers of 70 tons and a tractive capacity of 32,370 lbs. Each of the others, class 440, have a weight on the drivers of 37 tons with a tractive capacity of 15,474 lbs. Total tractive capacity, 171,638 lbs.

Cars: One caboose, 37 passenger coaches, seating capacity, 2,078, 8 combination passenger cars, seating capacity, 440, and 2 baggage and express cars, all held under lease [from The Staten Island Rapid Transit Co.]¹²

Steamboats: Two.¹³

Ballast Applied in Maintenance and Betterment.— Cinder: 134 cubic yards at an average cost of 25 cents; total, \$33.55, charged to operating expenses.

Ties Laid in Replacement and Betterment.— New oak, untreated, 398, average cost, 70 cents, \$276.80; new pine, untreated, 1,355, average cost, 65 cents, \$881.61; new chestnut, untreated, 43, average cost, 50 cents, \$21.50; switch ties, 7,958 board feet, average cost, \$30 per M., \$238.74; total, \$1,418.65, charged to operating expenses.

Ties Laid in New Tracks.— New pine, untreated, 226, average cost, 68 cents, \$153.68; switch ties, 241 board feet, average cost, \$30 per M., \$7.23; total, \$160.91, charged to additions and betterments.

Rails Laid in Replacement and Betterment.— New steel rails, Bessemer process, 75-lbs. per yard; 3.14 gross tons at \$30.60 per ton, cost, \$96.11; second-hand steel, 56-lbs. per yard, 0.50 gross ton at \$15 per ton, cost, \$7.50; second-hand steel, 67-lbs. per yard, 2.01 gross tons at \$16.46 per ton, cost, \$33.02; second-hand steel, 75-lbs. per yard, 3.21 gross tons at \$22.50 per ton, cost, \$72.26; second-hand steel, 85-lbs. per yard, 0.18 gross ton at \$22.50 per ton, cost, \$4.05. Total laid, 9.04 gross tons at a cost of \$212.94; scrap rails taken up, 17.31 gross tons, salvage value, \$190.41; net charge to operating expenses, \$22.53.

Rails Laid in New Tracks.— New steel, Bessemer process, 75-lbs. per yard, .89 gross ton at \$30.60 per ton, cost, \$27.31; second-hand steel, 67-lbs. per yard, 6.78 gross tons at \$15, cost, \$101.70; total, 7.67 gross tons, at cost of \$129.01, charged to additions and betterments.

OPERATING STATISTICS¹⁴

Consumption of Fuel by Locomotives.— Freight locomotives used coal, tons, anthracite, 1,133; bituminous, 715; passenger locomotives, anthracite, 11,888; bituminous, 2,623; work service, anthracite, 44; bituminous, 16; total anthracite, 13,065; bituminous, 3,354. Cost per net ton: anthracite, \$2.39; bituminous, \$2.75.

Road.— Miles of road operated during year (freight and passenger service), 14.44;¹⁵ maintained by respondent, 12.65; miles of track maintained by respondent, 27.80.

¹² Report of 1914.

¹³ Incorrectly reported as "held under lease" in 1915.

¹⁴ [The Staten Island Railway operates its trains over the tracks of the Staten Island Rapid Transit Railway from Clifton Junction to St. George, in consideration of which privilege it turns over all of its revenue from this portion of its operation to the latter company. The Staten Island Rapid Transit bears expenses of the maintenance of way and also pays flagmen, etc. The train expenses of the Staten Island Railway are therefore to be compared with the mileage of its trains to St. George; its maintenance of roadway, however, and its revenues as originally reported (and stated in its income account) are directly comparable with its mileage to Clifton Junction only. The theory of the corrected entries printed above is that the revenue between Clifton Junction and St. George, and the mileage made here, pertain in the first instance to the Staten Island Railway, though not retained by it.]

¹⁵ "Includes 1.79 miles Staten Island Transit Railway track between Clifton Junction and St. George, over which Staten Island Railway trains run."

The Staten Island Railway Company

*Train Miles.*¹⁶— Total transportation-service, miles, 281,846; whereof freight, 9,429, passenger, 272,417; work service, 1,760.

Locomotive Miles.— Transportation service, 290,066 (whereof freight, 10,193; passenger, 273,759; switching, 6,114); work service, 1,760.

Car Miles.— Transportation service, 1,125,524 (whereof freight train, loaded, 91,158, empty, 42,726, caboose, 9,429; total freight, 143,313; passenger train, passenger, 969,901; other, 12,310; total passenger, 982,211); work service, 5,519.

Freight Service.— Tons of freight, all revenue, 129,022; ton-miles of freight, 1,330,216.

Passenger Service.— Passengers carried — revenue, 2,663,692; passenger-miles, revenue, 23,371,647.

Revenues and Expenses.— Freight revenue, \$33,882.47; passenger revenue, \$349,541.92; passenger-service train revenue, \$354,667.88; operating revenue,¹⁷ \$472,881.04; operating expenses, \$317,917.04; net operating revenue, \$154,964.00.

Averages.— Per mile of road: Freight-train miles, 652; passenger-train miles, 18,865; operating revenues, \$32,754.92; net operating revenues, \$10,738.50.

Miles hauled, freight, 10.31; miles carried, passengers, 11.03.

Revenue per ton-mile, 2.547 cents, per passenger-mile, 1.19 cents.

Operating ratio, 67.23.

REVENUE FREIGHT CARRIED DURING THE YEAR

COMMODITY	Number of tons (2,000 lbs.) of revenue freight originating on respondent's entire road	Number of tons (2,000 lbs.) of revenue freight received from connecting carriers	TOTAL REVENUE FREIGHT CARRIED	
			Number of tons (2,000 lbs. each)	Per cent of whole
Products of agriculture:				
Grain.....	70	2,622	2,692	2.1
Flour.....	.....	457	457	.4
Other mill products.....	30	864	894	.7
Hay.....	194	986	1,180	.9
Fruit and vegetables.....	18	151	169	.1
Other products of agriculture.....	22	.....	22	.0
Total products of agriculture...	334	5,080	5,414	4.2
Products of animals:				
Packing house products.....	.....	17	17	.0
Poultry, game and fish.....	.....	14	14	.0
Other products of animals.....	.....	228	228	.2
Total products of animals.....	.....	259	259	.2
Products of mines:				
Anthracite coal.....	.....	32,509	32,509	25.2
Bituminous coal.....	.....	6,035	6,035	4.7
Coke.....	.....	1,047	1,047	.8
Ores.....	.....	575	575	.4
Stone, sand, etc.....	57	6,858	6,415	5.0
Other products of mines.....	4,511	1,227	5,738	4.4
Total products of mines.....	4,568	47,751	52,819	40.5
Products of forests:				
Lumber.....	449	3,192	3,641	2.8
Other products of forests.....	.....	247	247	.2
Total products of forests.....	449	3,439	3,888	3.0

¹⁶ Includes mileage made by Staten Island Railway trains between Clifton Junction and St. George.

¹⁷ These figures include \$72,519.64, the amount earned by the Staten Island Rapid Transit Railway Company on Staten Island Railway passenger traffic between Clifton Junction and St. George.

The Staten Island Railway Company
REVENUE FREIGHT CARRIED DURING THE YEAR — Concluded

COMMODITY	Number of tons (2,000 lbs.) of revenue freight originating on respondent's entire road	Number of tons (2,000 lbs.) of revenue freight received from connecting carriers	TOTAL REVENUE FREIGHT CARRIED	
			Number of tons (2,000 lbs. each)	Per cent of whole
Manufactures:				
Petroleum and other oils.....	57	1,279	1,336	1.0
Naval stores.....		54	54	.0
Iron, pig and bloom.....		127	127	.1
Other castings and machinery.....	77	523	600	.5
Bar and sheet metal.....	7,910	970	8,880	6.9
Cement, brick, and lime.....	5,688	8,383	14,071	10.9
Wagons, carriages, tools, etc.....		391	391	.3
Wines, liquors, and beers.....		1,254	1,254	1.0
Household goods and furniture.....	90	24	114	.1
Other manufactures.....	487	3,184	3,671	2.8
Total manufactures.....	14,309	16,189	30,498	23.6
Miscellaneous commodities (not specified).....	1,948	12,149	14,097	11.0
Less than car load rates, not distributed above.....	5,469	17,078	22,547	17.5
Grand total — All commodities.	27,077	101,945	129,022	100.0

Employees and Their Compensation.— Included in report of Staten Island Rapid Transit Railway Company.

Officers.— President, Daniel Willard; Vice-Presidents, George F. Randolph, George M. Shriver, A. W. Thompson and C. C. F. Bent; Secretary, C. W. Woolford; Treasurer, J. V. McNeal; Auditor, George J. Brown; General Manager, W. H. Averell; General Counsel, Cravath and Henderson; Chief Engineer, F. L. Stuart; Master Mechanic, W. A. Deems; Superintendent, H. L. Harlin.

Directors.— Oscar G. Murray, C. W. Woolford, George F. Randolph, C. C. F. Bent, Geo. M. Shriver, H. K. S. Williams, C. A. De Gersdorff, Daniel Willard.

Main Business Office.— 295 Broadway, New York City.

Report verified by Geo. J. Brown, Auditor, March 1, 1917.

THE STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

STEAM RAILROAD

History.— Incorporated July 28, 1899, pursuant to the General Railroad Law of 1850. This company is a reorganization of Staten Island Rapid Transit Railroad Company, which was incorporated April 14, 1880, under the above law, and whose railroad and property was sold under foreclosure. It was turned over to this company on September 1, 1899, and since then has been operated by them.

[The terminal properties of this company serve as a terminal for the Baltimore & Ohio Railroad in the City of New York, and in connection therewith the last named company operates its lighterage floats, boats and tugs in the harbor of the City of New York.]¹

The company has control of the New York Transit & Terminal Company, Limited, through ownership of its entire capital stock.

All of respondent's stock is owned by the Baltimore & Ohio Railroad Company.

Stockholders and Members.— The total voting power of all the members of the company is 5,000 votes, each holder of \$100 par value of capital stock having one vote. The Baltimore & Ohio R. R. Co. holds 5,000 shares of this company's capital stock. The total votes cast at the last general meeting of the company, March 27, 1916, were 5,000, on behalf of the Baltimore and Ohio R. R. Co.

¹ From documents on file in the office of the Commission.

The Staten Island Rapid Transit Railway Company

Important Changes during the Year.— 1.97 miles of new yard track and sidings were built. City of New York corporate stock, par value, \$10,000, due March 1, 1914, interest 4½ per cent were acquired. Staten Island Railway made a net retirement of its notes held by respondent to the amount of \$22,995.

BALANCE SHEET

ASSETS SIDE		Increase or (D) decrease	
June 30, 1915		June 30, 1916	
\$5,103,843 67	Investment in road and equipment.....	\$5,231,263 27	\$127,419 60
57,124 60	Miscellaneous physical property.....	54,024 60	D 3,100 00
	Investments in affiliated companies:		
75,792 48	Stocks ¹	75,792 48	.....
149,467 50	Notes ²	126,472 50	D 22,995 00
487,290 67	Advances ⁴	498,043 61	10,752 94
3,487 25	Bonds of non-affiliated companies .....	.....	D 3,487 25
	Current assets:		
86,604 96	Cash.....	69,567 82	D 17,037 14
.....	Special deposits.....	13,749 75	13,749 75
7,175 90	Traffic and car-service balances receivable...	5,271 71	D 1,904 19
47,641 92	Net balance receivable from agents and conductors.....	91,018 71	43,376 79
574,467 59	Miscellaneous accounts receivable.....	552,339 62	D 22,127 97
103,557 98	Materials and supplies.....	127,477 53	23,919 55
30 83	Interest and dividends receivable.....	172 49	141 66
.....	Other deferred assets.....	31,191 53	31,191 53
1,609 67	Rent and insurance premiums paid in advance..	1,609 67	.....
3,424 38	Other unadjusted debits.....	7,610 23	4,185 85
<u>\$6,701,519 40</u>	<u>Total.....</u>	<u>\$6,885,605 52</u>	<u>\$184,086 12</u>

LIABILITIES SIDE

\$500,000 00	Capital stock.....	\$500,000 00	.....
3,850,000 00	Funded debt unmatured.....	3,850,000 00	.....
	Current liabilities:		
69,927 73	Traffic and car-service balances payable.....	111,112 49	\$41,184 76
133,656 96	Audited accounts and wages payable.....	152,026 96	18,370 00
2,597 40	Miscellaneous accounts payable.....	7,240 44	4,643 04
12,833 33	Unmatured interest accrued.....	12,833 33	.....
9,880 83	Unmatured rents accrued.....	7,814 27	D 2,066 56
2,612 75	Deferred liabilities.....	8,085 55	5,472 80
Dr. 23,524 48	Tax liability.....	Dr. 31,188 86	D 7,664 38
101,902 94	Accrued depreciation — equipment.....	116,109 42	14,206 48
33 53	Other unadjusted credits.....	.....	D 33 53
50,202 00	Additions to property through income and surplus.....	50,202 00	.....
1,991,396 41	Profit and loss, credit.....	2,101,369 92	109,973 51
<u>\$6,701,519 40</u>	<u>Total.....</u>	<u>\$6,885,605 52</u>	<u>\$184,086 12</u>

DETAILS OF ASSETS AND LIABILITIES

Investment in Road and Equipment to June 30, 1907.— [The report for the year ended June 30, 1907, showed the following segregation: Bridges, \$17,240.45; superstructure (including ties), \$357,434.52; rails, \$4,668.20; land, \$97,281.46; passenger and freight stations, \$40,878.19; shops, machinery and tools, \$16,970.43; fuel and water stations, \$929.91; purchase of constructed road, \$3,105,079.26; wharfing, \$160,305.10; buildings and fixtures not used in operation of road, \$2,491.64;

¹ New York Transit & Terminal Co., Ltd., par value, \$100,000; no dividend.

² Staten Island Railway; 4½ per cent; due on demand.

⁴ New York Transit & Terminal Co., Ltd.

⁵ Of this, \$511,676.07 Baltimore & Ohio R. R., balance, \$40,663.55 due from 286 miscellaneous accounts.

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The Staten Island Rapid Transit Railway Company

total cost of road, \$3,803,279.16. From this account there was transferred during the year ended June 30, 1910, the permanent investment account, \$30,396.60 (real estate), leaving a balance of \$3,772,882.56. Locomotives, \$84,289.42; passenger cars, \$179,480; freight and other cars, \$400; total cost of equipment, \$264,169.42.

Investment from July 1, 1907, to June 30, 1914.—⁶ [Engineering, \$1,208.22; right of way and station grounds, \$52,648.12; real estate, Cr. \$28,141.29; grading, \$114,576.01; bridges, trestles and culverts, \$155,586.17; ties, \$39,589.12; rails, \$45,050.62; frogs and switches, \$8,560.24; track fastenings and other material, \$19,950.43; ballast, \$43,055.15; track laying and surfacing, \$72,494.95; crossings and signs, \$11,177.32; interlocking and other signal apparatus, \$58,198.93; telegraph and telephone lines, \$1,328.33; station buildings and fixtures, \$15,036; shops, engine houses and turntables, \$1,153.35; shop machinery and tools, \$21,900.23; water stations, \$9,218.93; fuel stations, \$6,147.08; dock and wharf property, \$238,385.87; miscellaneous structures, \$15,952.46; total expenditure for road, \$903,076.27. Steam locomotives, \$86,932.51; passenger-train cars, \$54,523.23; work equipment, \$8,384.50; other expenditures, general, \$1,962; grand total \$1,054,878.51.]

Investment in Road and Equipment since June 30, 1914

Item	Expenditure during year for additions and betterments	Total since June 30, 1914
Engineering.....	\$2,127 61	\$2,484 33
Land for transportation purposes.....	4,095 95	4,195 95
Grading.....	74,228 42	79,956 06
Bridges, trestles, and culverts.....		3,132 33
Ties.....	9,877 09	9,982 81
Rails.....	10,413 63	10,584 93
Other track material.....	3,233 56	3,377 42
Ballast.....	1,157 99	1,157 99
Track laying and surfacing.....	8,699 58	8,853 94
Crossings and signs.....	4,264 52	4,633 11
Station and office buildings.....	8,143 93	4,155 59
Water stations.....		48 03
Shops and engine houses.....	9 75	9 75
Telegraph and telephone lines.....		Cr. 14 71
Signals and interlockers.....	Cr. 286 85	1,001 95
Roadway machines.....	33 18	33 18
Shop machinery.....	90 44	272 73
Steam locomotives.....	2,805 47	2,805 47
Passenger-train cars.....	3,525 33	3,525 33
Work equipment.....		Cr. 865 46
Total.....	\$127,419 60	\$139,332 78

Average investment per mile of road owned, \$480,372.12.⁷

Miscellaneous Physical Property.—Three lots at Rosebank, S. I., actual cost, \$300; amount at which carried on respondent's books, \$300; nine lots at New Brighton, S. I., actual cost, "no record;" amount at which carried on respondent's books, \$9,000; thirty-acre tract at Arthur Kill, S. I., actual cost, "no record;" amount at which carried on respondent's books, \$21,096.60; land at foot of Arrietta street, Tompkinsville, S. I., actual cost, ⁸ \$23,628; amount at which carried on respondent's books, \$23,628; total, \$54,024.60.

Investments in Affiliated Companies.—Stock, New York Transit & Terminal Co. Ltd., common stock, par value \$100,000, book value, \$75,792.48. No dividend. Notes, 4½ per cent, issued by The Staten Island Railway Co., \$126,472.50. Advances, without interest, to the New York Transit & Terminal Co. Ltd., principal at beginning of year, \$487,290.67; advanced during year, \$10,752.94; principal at close of year, \$498,043.61.

Special Deposits.—City of New York Corporate Stock; par value, \$13,500, whereof \$1,000 at 4 per cent due November 1, 1959, \$1,500 at 4 per cent due November 1, 1956, \$1,000 at 4½ per cent due September 1, 1960, and \$10,000 at 4½ per cent due March 1, 1964; book value, \$13,749.75.

⁶ Report of 1914.

⁷ Depreciation not deducted.

⁸ The decrease of \$3,100 over 1915, account of amount received from the City of New York for an easement for a water main through this property.

The Staten Island Rapid Transit Railway Company

whereof \$3,487.25 held by City of New York, as a guarantee of rental, and \$10,262.50 by State Industrial Commission as a deposit under Workmen's Compensation Law.

Securities

Particulars of Stock and Funded Debt	Common stock	Refunding mortgage bonds
Nominal date of issue.....	_____	1905
Date of maturity.....	_____	1948
Interest, rate and dates.....	_____	4% June & Dec.
Denominations.....	1 share=\$100	_____
Authorized.....	\$500,000 00	\$5,000,000 00
Only nominally issued.....	.....	1,150,000 00
Actually issued prior to year.....	500,000 00	3,850,000 00
Cash realized.....	1,800 00	24,150 00
Property consideration.....	498,200 00	.....
Actually outstanding.....	500,000 00	3,850,000 00
Interest accrued and dividends declared.....	100,000 00	154,000 00
Interest charged to income.....	_____	154,000 00
Interest and dividends paid.....	100,000 00	154,000 00
Interest and dividends not due.....	_____	12,833 83

Reserve for Accrued Depreciation.— Balance at beginning of year, \$101,902.94; steam locomotives depreciation, \$6,848.88; freight-train cars, depreciation, \$20; passenger-train cars, depreciation, \$7,020.10; work equipment, depreciation, \$317.50; balance at close of year, \$116,109.42.

Basis of Depreciation Charges: Steam locomotives, 4 per cent; passenger-train cars, 3 per cent; freight-train cars, 5 per cent; work equipment, 4 and 5 per cent.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Railway operating revenues.....	\$1,243,739 27	\$46,286 93
Railway operating expenses.....	746,067 32	102,277 85
Net revenue from railway operations.....	\$497,671 95	D \$55,990 92
Railway tax accruals.....	\$62,500 00	D \$5,250 00
Uncollectible railway revenues.....	6 91	1 31
Railway operating income.....	\$435,165 04	D \$50,742 23
Non-operating income:		
Rent from locomotives, \$14,067.14; rent from passenger-train cars, \$7,641.84; miscellaneous rent income, \$379.19; from funded securities, ¹⁰ \$148.40; from unfunded securities and accounts, ¹¹ \$6,294.89	28,531 46	D 207 78
Gross income	\$463,696 50	D \$50,950 01
Deductions from gross income:		
Hire of freight cars — debit balance ¹²	\$65,823 75	\$22,200 31
Rent for locomotives.....	13,840 33	1,449 29
Rent for passenger-train cars.....	1,265 00	1,265 00
Rent for floating equipment.....	3,702 00	921 00
Rent for work equipment.....	351 64	52 22
Miscellaneous rents.....	14,508 00	1,000 85
Interest on funded debt.....	154,000 00	.....
Interest on unfunded debt.....	26 19	25 98
Total deductions from gross income.....	\$253,516 91	\$26,914 65
Net income.....	\$210,179 59	D \$77,864 66

⁹ Road and equipment, no record of value.

¹⁰ City of New York corporate stock.

¹¹ Staten Island Railway notes.

¹² Freight cars interchanged: Amount receivable, \$1,904.45; amount payable, \$67,728.20; debit balance, \$65,823.75.

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The Staten Island Rapid Transit Railway Company

PROFIT AND LOSS

Credit balance at beginning of year.....	\$1,991,396 41
Credit balance transferred from income.....	210,179 59
Miscellaneous credits.....	49 33
Total.....	<u>\$2,201,625 33</u>
Dividend appropriations of surplus.....	\$100,000 00
Loss on retired road and equipment.....	248 45
Miscellaneous debits.....	6 96
Total deductions.....	<u>100,255 41</u>
Credit balance, June 30, 1916.....	<u><u>\$2,101,369 92</u></u>

RAILWAY OPERATING REVENUES

	Amount of revenue for the year	Increase or (D) decrease
<i>Revenue from Transportation:</i>		
Freight revenue.....	\$574,020 16	\$89,975 63
Passenger revenue.....	314,643 86	22,317 28
Mail revenue.....	644 66	.....
Express revenue.....	2,600 00	D 1,417 29
Total.....	<u>\$891,908 68</u>	<u>\$110,875 61</u>
<i>Incidental Operating Revenues:</i>		
Station and train privileges.....	\$309 04	\$33 69
Demurrage.....	8,047 00	1,963 00
Rents of buildings and other property.....	769 00	14
Miscellaneous.....	¹² 342,705 55	D 66,585 51
Total.....	<u>\$351,830 59</u>	<u>D \$64,588 68</u>
Total railway operating revenues.....	<u><u>\$1,243,739 27</u></u>	<u><u>\$46,286 93</u></u>

RAILWAY OPERATING EXPENSES

	Operating expenses for the year
<i>Maintenance of Way and Structures:</i>	
Superintendence.....	\$5,076 57
Roadway maintenance.....	10,510 01
Bridges, trestles, and culverts.....	13,285 24
Ties.....	6,153 63
Rails.....	2,444 83
Other track material.....	3,322 80
Ballast.....	362 84
Track laying and surfacing.....	14,720 58
Right-of-way fences.....	04
Crossings and signs.....	5,598 93
Station and office buildings.....	14,444 00
Roadway buildings.....	32 31
Water stations.....	1,614 54
Fuel stations.....	1,825 56
Shops and enginehouses.....	531 75
Wharves and docks.....	16 62
Coal and ore wharves.....	34,927 52
Telegraph and telephone lines.....	919 22
Signals and interlockers.....	6,001 94
Roadway machines.....	28 56

¹² Made up of revenue St. George Coal Piers, \$327,629.93; miscellaneous, \$15,075.62.

ABSTRACTS OF RETURNS OF COMMON CARRIERS

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The Staten Island Rapid Transit Railway Company RAILWAY OPERATING EXPENSES — *Continued*

	Operating expenses for the year
Maintenance of Way and Structures — Concluded:	
Small tools and supplies.....	\$869 67
Removing snow, ice and sand.....	3,743 04
Injuries to persons.....	409 56
Insurance.....	1,691 99
Stationery and printing.....	79 40
Other expenses.....	8 95
Total.....	<u>\$128,620 09</u>
Maintenance of Equipment:	
Superintendence.....	\$1,255 69
Shop machinery.....	7,972 30
Steam locomotives — repairs.....	35,701 24
Steam locomotives — depreciation.....	6,848 88
Freight-train cars — depreciation.....	20 00
Passenger-train cars — repairs.....	14,737 46
Passenger-train cars — depreciation.....	7,020 10
Floating equipment — repairs.....	2,313 73
Work equipment — repairs.....	1,924 19
Work equipment — depreciation.....	317 50
Injuries to persons.....	1,003 61
Insurance.....	653 70
Stationery and printing.....	138 90
Total.....	<u>\$79,907 30</u>
Traffic:	
Superintendence.....	\$4,816 00
Outside agencies.....	1,623 25
Advertising.....	691 48
Traffic associations.....	38 89
Stationery and printing.....	1,750 89
Total.....	<u>\$8,920 51</u>
Transportation:	
Superintendence.....	\$16,731 68
Dispatching trains.....	2,918 40
Station employees.....	65,412 48
Weighing, inspection, and demurrage bureaus.....	5 00
Coal and ore wharves.....	83,106 51
Station supplies and expenses.....	7,072 56
Yardmasters and yard clerks.....	600 00
Yard conductors and brakemen.....	15,355 95
Yard switch and signal tenders.....	1,881 35
Yard enginemen.....	9,118 94
Fuel for yard locomotives.....	11,502 43
Water for yard locomotives.....	534 30
Lubricants for yard locomotives.....	17 40
Other supplies for yard locomotives.....	57 27
Enginehouse expenses — yard.....	1,099 24
Yard supplies and expenses.....	42 55
Train enginemen.....	51,196 04
Fuel for train locomotives.....	58,455 37
Water for train locomotives.....	7,179 80
Lubricants for train locomotives.....	558 23
Other supplies for train locomotives.....	654 36

The Staten Island Rapid Transit Railway Company
RAILWAY OPERATING EXPENSES — Concluded

	Operating expenses for the year
Transportation — Concluded:	
Enginehouse expenses — trains.....	\$7,495 23
Trainmen.....	68,574 54
Train supplies and expenses.....	4,732 30
Signal and interlocker operation.....	14,652 19
Crossing protection.....	27,605 64
Drawbridge operation.....	6,366 48
Telegraph and telephone operation.....	1,312 06
Operating floating equipment.....	3,889 27
Stationery and printing.....	3,678 69
Other expenses.....	1,141 07
Insurance.....	535 15
Clearing wrecks.....	244 43
Damage to property.....	5,851 61
Loss and damage — freight.....	2,718 92
Loss and damage — baggage.....	3 40
Injuries to persons.....	17,199 48
Total.....	\$499,500 30
General:	
Salaries and expenses of general officers.....	\$8,734 04
Salaries and expenses of clerks and attendants.....	12,736 91
General office supplies and expenses.....	1,970 12
Law expenses.....	1,690 50
Insurance.....	73 33
Pensions.....	2,632 00
Stationery and printing.....	406 78
Valuation expenses.....	12 28
Other expenses.....	863 16
Total.....	\$29,119 12
Grand total operating expenses.....	\$746,067 32

Taxes.— Amount charged to railway tax accruals, in income: New York, \$57,229.95, whereof \$53,044.14 on the value of real and personal property, \$2,475 on par amount of stocks, bonds, loans, etc., \$1,710.81 on gross or net earnings, revenue, or dividends; New Jersey, \$1,286.98 on the value of real and personal property; U. S. Government, \$3,983.07. Total paid during the year and charged directly or indirectly to income: New York, \$64,894.33; New Jersey, \$1,286.98; United States Government, \$3,983.07.

Miscellaneous Rents Payable.— For Clifton shops, to The Staten Island Railway Co., \$4,200; to the City of New York for the St. George terminal, \$9,658; minor items, 4 in number, \$650; total, \$14,508.

DETAILS OF ROAD AND EQUIPMENT

Road.— Termini, South Beach, to Arthur Kill; length (miles); first track, 10.89 (10.81 miles in New York State); second track, 10.73; third track, .62; fourth track, .62; sidings, 2.77; yard track, 43.36; total, 68.99. Increase during year, yard track, 1.97.

Rails.— Gage of track, 4 feet, 8½ inches; weight per yard, 85–90 pounds. Rails laid during the year in replacement and betterment, 168.12 gross tons of which 35.69 gross tons were new steel Bessemer process, 75, 85 and 90 pounds per yard, and 132.43 gross tons were second-hand steel 67, 75, 85 and 90 pounds per yard; average price at point of distribution ranged from \$28.38 to \$30.50 per gross ton for the new rails, and from \$14.98 to \$22.66 per gross ton for the second-hand rails. Total charges on account of rail applied, \$3,625.59. Scrap rails taken up, 107.34 gross tons; salvage, \$1,180.77. Amount charged to operating expenses of year, \$2,444.82.

Rails laid in new yard tracks and sidings,¹⁴ 557.11 gross tons, of which 56.16 gross tons were new steel, Bessemer process, 85 and 90 pounds per yard, and 500.95 gross tons were second-hand steel.

¹⁴ Represents material actually charged out on requisitions during the year, including work in progress. The miles of new track to be reported the following year, should be correspondingly greater than the material charges.

The Staten Island Rapid Transit Railway Company

56, 67, 85 and 90 pounds per yard. Total charges on account of rails laid, \$10,413.63, charged to additions and betterments.

Ballast.—1451 cubic yards cinder applied in maintenance and betterment; average cost per cubic yard 25 cents; total charges, \$362.84, charged to operating expenses.

4632 cubic yards cinder applied on additional tracks; (yards and sidings, average number of cubic yards per mile of track, \$2,351) average cost, 25 cents per cubic yard; total, \$1,157.99, charged to additions and betterments.

Ties.—Laid in replacement and betterment: New oak, treated, 519 at an average cost of \$1.33, \$688.90; new oak, untreated, 1,145 at an average cost of 63 cents, \$721; new chestnut untreated, 118 at an average cost of 55 cents, \$64.90; new pine, untreated, 3,804, at an average cost of 73 cents, \$2,790.22; new yellow pine untreated, 174 at an average cost of 50 cents, \$87; new oak, untreated, switch, 60,042 board feet, at an average cost of \$30 per M., \$1,801.61; total, \$6,153.63, charged to operating expenses.

Laid in new yards, tracks and sidings¹⁴: New oak, treated, 307 at an average cost of \$1.23, \$378.02; new oak, untreated, 850 at an average cost of 66 cents, \$561.31; new pine, untreated, 10,695 at an average cost of 65 cents, \$7,007.24; new oak, untreated, switch, 64,844 board feet at an average cost of \$30 per M., \$1,930.52; total, \$9,877.09, charged to additions and betterments.

Grade Crossings.—With electric street railways, 3, protected by both gates and flagmen; with streets, avenues and highways, 42, of which 35 are protected by both gates and flagmen, 3 are protected by flagmen alone, 24 hours daily, and 4 are protected by crossing alarms only.

Telegraph Lines.—Owned and operated by respondent, 2 miles of line and wire; owned and operated by the Western Union Telegraph Co., 10.77 miles of line and 75.30 miles of wire.

Equipment.—Owned, in service of the respondent: Steam locomotives, 17; of which one, class 440-77.7 has a weight on drivers of 34 tons and a tractive capacity of 17,100 lbs., 14, class 244-100.3, have total weight on drivers of 462 tons and a tractive capacity of 174,500 lbs. and two switching locomotives, class 060, have a total weight on drivers of 160 tons and tractive capacity of 59,500 lbs.; caboose car, 1; passenger coaches, 36, with a seating capacity of 1,664; combination passenger cars, 10, with a seating capacity of 480; service cars, 11.

Owned, not in service of respondent: Steam locomotives, 4; passenger-train cars, 47; service car, 1.

OPERATING STATISTICS

Consumption of Fuel by Locomotives.—Freight locomotives consumed 2,174 tons of anthracite and 1,479 tons of bituminous. Passenger locomotives consumed 14,192 tons of anthracite coal and 5,056 tons of bituminous. Yard switching locomotives consumed 2,483 tons of anthracite coal and 1,932 tons of bituminous. Work service consumed 202 tons of anthracite coal and 576 tons of bituminous. Average cost of the coal per ton, including transportation paid to foreign roads, anthracite, \$2.39, bituminous \$2.75.

*Train Miles.*¹⁵—Transportation service, 428,076, whereof freight, 7,134 and passenger, 420,942; work-service, 12,382.

*Locomotive Miles.*¹⁵—Transportation service, 545,987, whereof freight, 7,134, passenger, 426,604, train switching, 35,148, and yard switching, 77,101; work-service, 12,386.

Car Miles.—Transportation-service, 1,324,336, whereof freight train — loaded, 43,144, empty, 23,508, caboose, 5,164, passenger, 1,242,520; work-service, 59,380.

Freight Service.—Tons of freight, all revenue, 645,359; ton-miles of freight, 4,035,675.

Passenger Service.—Passengers carried — revenue, 4,899,374; passenger-miles — revenue, 24,346,077.

*Revenues and Expenses.*¹⁵—Freight revenues, \$414,229.16; passenger revenue, \$242,124.22; passenger service train revenue, \$245,368.88; operating revenues, \$995,756.47; operating expenses, \$746,067.32; net operating revenues, \$249,689.15.

Averages.—Per mile of road: Freight-train miles, 655; passenger-train miles, 38,654; operating revenues, \$91,437.67; net operating revenues, \$22,928.29.

Miles hauled, freight, 6.25; miles carried, passengers, 4.97; revenue per ton-mile of freight, 10.264 cents, revenue per passenger-mile, 0.994 cents.

Operating ratio, 74.92 per cent.

¹⁴ See note on preceding page.

¹⁵ "Locomotive train and car miles include only those made by The Staten Island Rapid Transit Railway Company, and on which it bears the transportation expense; from the revenue as reported in the Income Account, there has been deducted \$159,791 freight and \$72,519.64 passenger amounts earned by Staten Island Rapid Transit Railway Company on freight handled over its rails by Baltimore and New York Ry. trains, and on passengers handled over its rails by Staten Island Ry. trains in ascertaining figures given above."

The Staten Island Rapid Transit Railway Company
REVENUE FREIGHT CARRIED DURING THE YEAR

Commodity	Number of tons (2,000 lbs.) of revenue freight origi- nating on respondent's entire road	Number of tons (2,000 lbs.) of revenue freight re- ceived from connecting carriers	TOTAL REVENUE FREIGHT CARRIED	
			Number of tons (2,000 lbs. each)	Per cent of whole
Products of agriculture:				
Grain.....	278	12,631	12,909	.3
Flour.....	170	79,605	79,775	2.0
Other mill products.....	306	27,013	27,319	.7
Hay.....	234	16,210	16,444	.4
Tobacco.....		16,764	16,764	.4
Cotton.....	549	5,079	5,628	.1
Fruits and vegetables.....	523	45,295	45,818	1.2
Other products of agriculture.....	2,986	8,356	11,342	.3
Total.....	5,046	210,953	215,999	5.4
Products of animals:				
Live stock.....	889	167	1,056	.1
Dressed meats.....	16	18,504	18,520	.5
Other packing house products.....	21,996	35,378	57,374	1.4
Poultry, game and fish.....	55	21,182	21,237	.5
Wool.....	512	365	877	.0
Hides and leather.....	3,046	5,716	8,762	.2
Other products of animals.....	485	11,651	12,136	.3
Total.....	26,999	92,963	119,962	3.0
Products of mines:				
Anthracite coal.....		154,749	154,749	3.9
Bituminous coal.....		2,152,443	2,152,443	53.7
Coke.....		9,134	9,134	.2
Ores.....	455	2,318	2,773	.1
Stone, sand, and other like articles..	1,460	23,127	24,587	.6
Other products of mines.....	3,437	11,619	15,056	.4
Total.....	5,352	2,353,390	2,358,742	58.9
Products of forests:				
Lumber.....	7,643	143,592	151,235	3.8
Other products of forests.....	6,427	6,095	12,522	.3
Total.....	14,070	149,687	163,757	4.1
Manufactures:				
Petroleum and other oils.....	8,218	74,460	82,678	2.1
Sugar.....	38	1,607	1,645	.0
Naval stores.....	150	1,207	1,357	.0
Iron; pig and bloom.....	52	23,985	24,037	.6
Iron and steel rails.....	146	24,621	24,767	.6
Other castings and machinery.....	4,185	110,919	115,104	2.9
Bar and sheet metal.....	15,671	247,745	263,416	6.6
Cement, brick and lime.....	27,943	63,002	90,945	2.3
Agricultural implements.....	21	2,642	2,663	.1
Wagons, carriages, tools, etc.....	165	7,593	7,758	.2
Wines, beers and liquors.....	1,666	6,540	8,206	.2
Household goods and furniture.....	356	3,946	4,302	.1
Other manufactures.....	17,664	232,669	250,363	6.2
Total.....	76,305	800,936	877,241	21.9
Miscellaneous commodities not specified above — carload rates.....	31,437	113,228	144,665	3.6
Less than carload rates (not distributed above).....	17,209	109,530	126,739	3.1
Total, all commodities.....	176,418	3,830,687	4,007,105	100.0

The Staten Island Rapid Transit Railway Company

EMPLOYEES AND THEIR COMPENSATION ¹⁰

CLASS OF EMPLOYEES	Average number of employees in service	Number of days on duty during year	Number of hours on duty during year	Total compensation during year
General officers, \$3,000 per annum and upwards	6	1,637	—	\$28,099 92
General officers, below \$3,000 per annum.....	3	1,216	—	7,168 50
Division officers, below \$3,000 per annum.....	12	3,784	—	13,888 73
Clerks, \$900 per annum and upwards.....	24	—	58,947	30,452 00
Clerks, below \$900 per annum.....	64	—	154,942	37,897 58
Messengers and attendants.....	1	111	—	240 00
Assistant engineers and draftsmen.....	7	1,479	—	5,905 00
M. W. and S. foremen.....	4	—	13,780	4,296 55
Section foremen.....	7	—	26,020	5,243 45
Gang and other foremen — M. E. department..	15	—	55,205	17,478 75
Machinists.....	29	—	89,171	29,314 70
Boiler makers.....	14	—	44,112	15,570 85
Blacksmiths.....	4	—	12,592	3,911 00
Carpenters.....	54	—	150,651	46,846 30
Painters and upholsterers.....	18	—	57,899	16,414 90
Electricians.....	2	—	6,089	1,864 95
Car inspectors.....	17	—	64,213	14,272 70
Car repairers.....	30	—	88,173	18,490 55
Other skilled laborers.....	25	—	92,718	24,919 09
Mechanics' helpers and apprentices.....	65	—	176,830	33,682 90
Section men.....	56	—	212,557	34,814 70
Other unskilled laborers.....	35	—	94,983	15,239 79
Foremen of construction gangs and work trains.	4	—	17,677	4,012 25
Other men in construction gangs and work trains.	41	—	163,041	28,086 65
Traveling agents and solicitors.....	1	305	—	1,500 00
Train dispatchers and directors.....	6	—	14,384	7,843 63
Telegraphers, telephoners and block operators..	6	—	17,568	4,320 00
Telegraphers and telephoners operating interlockers.....	6	—	26,258	6,201 35
Levermen (nontelegraphers).....	6	—	17,568	4,680 00
Agent-telegraphers.....	11	—	34,708	5,724 00
Station agents (nontelegraphers).....	65	21,509	—	34,415 20
Station masters and assistants.....	2	796	—	2,425 50
Station service employees.....	150	—	533,325	79,667 51
Yardmasters.....	13	5,400	—	19,439 73
Yard engineers and motormen.....	18	—	92,920	38,098 75
Yard firemen and helpers.....	18	—	86,060	22,376 52
Yard conductors (or foremen).....	18	—	81,216	31,674 75
Yard brakemen (switchmen or helpers).....	47	—	216,637	77,989 23
Other yard employees.....	1	—	2,440	360 00
Hostlers.....	8	—	33,418	9,187 73
Enginehousemen.....	30	—	139,773	19,947 86
Road freight engineers and motormen.....	13	—	34,620	15,578 76
Road freight firemen and helpers.....	13	—	34,720	9,518 27
Road freight conductors.....	13	—	33,390	13,989 69
Road freight brakemen and flagmen.....	39	—	115,829	34,169 70
Road passenger engineers and motormen.....	25	—	101,193	43,009 05
Road passenger firemen and helpers.....	25	—	102,372	24,598 69
Road passenger conductors.....	25	—	86,527	30,880 03
Road passenger brakemen and flagmen.....	78	—	246,672	57,658 19
Crossing flagmen and gatemen.....	91	—	440,850	36,812 00
Drawbridge operators.....	6	—	26,358	4,710 26
Floating equipment employees.....	20	—	80,320	21,818 86
Policemen and watchmen.....	33	14,505	—	28,491 00
Other transportation employees.....	8	—	21,765	1,874 40
All other employees.....	10	—	33,118	5,896 25
Total.....	1,342	50,742	4,234,509	\$1,132,998 69

¹⁰Includes charges to the Staten Island Railway Company and other individuals and companies.

The Staten Island Rapid Transit Railway Company

Officers.— President, Daniel Willard; Vice-Presidents, Geo. F. Randolph, Geo. M. Shriver, A. M. Thompson and C. C. F. Bent; Secretary, C. W. Woolford; Treasurer, J. V. McNeal; Auditor, George J. Brown; General Counsel, Cravath & Henderson; General Manager, W. H. Averell; Chief Engineer, F. L. Stuart; Master Mechanic, W. A. Deems; Superintendent, H. R. Harlin.

Directors.— Oscar G. Murray, C. C. F. Bent, Geo. M. Shriver, George F. Randolph, C. W. Woolford, W. H. Force, K. P. Emmons, Daniel Willard, C. A. De Geradorff.

General Offices.— 295 Broadway, New York City.

Report verified by Geo. J. Brown, Auditor, March 1, 1917.

THIRD AVENUE BRIDGE COMPANY**LESSOR**

History.— Incorporated May 29, 1909 [under the Railroad Law.] [On June 8, 1910, this company entered into an agreement with the Receiver of the Third Avenue Railroad Company, expiring May 1, 1920, and providing for the construction of respondent's railroad, the operation of cars over certain tracks of the Third Avenue R. R. Co. (including tracks on Third avenue, between 59th and 60th streets), the operation of the cars of the Third Avenue R. R. Co. over tracks of the respondent, and for the exchange of transfers. This agreement was assigned on June 10, 1910, by the Receiver of the Third Avenue R. R. Co. to the Third Avenue Railway Company].¹ Operation was begun January 24, 1912. On April 1, 1912, the respondent entered into an agreement with the Central Park, North and East River Railroad Company, covering the use of southerly track on 59th street, between Third avenue and a point 50 feet east of the easterly line of Second avenue, for an annual rental of \$1,500.

By an agreement dated July 1, 1914, between the respondent and the Third Avenue Railway Co., Belt Line Railway Corporation, and the Forty-second Street, Manhattanville & St. Nicholas Avenue Ry. Co., jointly, the operation of this company's property and franchises was given over to the Forty-second Street, Manhattanville & St. Nicholas Avenue Ry. Co. This agreement was approved by the Commission in its order of March 22, 1915, in case No. 1897.

The entire capital stock of this company was acquired by the Third Avenue Railway Co. on March 25, 1915.

[*Terms of Agreement.*— The principal provisions of the agreement of July 1, 1914, affecting this company, are as follows: The Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co. agrees (1) to pay all obligations of this company in accordance with the requirements of its franchise; (2) to pay all obligations of this company under the agreement of April 1, 1912, with the Central Park, North and East River Railroad Co. for the operation of track; (3) to pay all taxes and payments in the nature of taxes, and necessary expenses of every character, including interest upon this company's notes and other obligations, and 6 per cent upon its capital stock; (4) to pay all sums expended and obligations incurred by this company for maintenance, repair, replacement, improvement or relocation of its railroad, tracks, or other property and their appurtenances used by the Forty-second Street, Manhattanville & St. Nicholas Avenue Ry. Co.; (5) to pay amounts for the amortisation of capital expenditures, and to provide for depreciation and obsolescence of this company's property.

In case the Third Avenue Bridge Company shall itself operate cars or permit any other companies, in addition to the Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co., to operate over its franchise route, all sums payable by the latter company shall be reduced in the proportion which the number of cars so operated by the Third Avenue Bridge Company and such other companies bears to the aggregate number of cars operated by all companies. Proportionate adjustments upon a mileage basis to be made in case any company shall operate cars over less than the whole of the franchise route of this company. The agreements of June 8, 1910 and April 1, 1912 are to remain in full force where not inconsistent with the present agreement.

Stockholders and Members.— Total voting power of all members of the company, 200, each holder of \$100 par value of capital stock having one vote. Total number of members, 10, all residing in New York State; total number of votes cast at the last general meeting, on January 16, 1916, 199, all cast by Edward A. Maher; 191 in behalf of Third Avenue Railway Co., 7 in behalf of individual members, and 1 in behalf of himself.

Important Changes during the Year.— None. No additional rights or franchises were acquired

¹[See Documentary History, in Annual Reports, 1913, vol. V, page 1289.]

Third Avenue Bridge Company
LESSOR
BALANCE SHEET

ASSETS SIDE		June 30, 1915		Increase or (D) decrease
June 30, 1915		June 30, 1915		
\$5,785 10	Sinking funds uninvested ²	\$9,118 49		\$3,333 39
100 00	Other special deposits ³	100 00		.....
	Fixed capital installed since 1908:			
1,240 62	Street railway landed capital.....	1,240 62		.....
11,927 63	Intangible street railway capital.....	11,927 63		.....
99,940 39	Tangible street railway capital.....	99,940 39		.....
113,108 64	Total fixed capital — gross.....	113,108 64		.....
8,896 35	Less accrued amortisation.....	12,163 15		3,266 80
104,212 29	Total fixed capital — net.....	100,945 49	D	3,266 80
8,956 68	Temporary advances to 42d St., Manh. & St. N. Ave. Ry. Co.....	14,735 53		5,778 85
<u>\$119,054 07</u>	<u>Total.....</u>	<u>\$124,899 51</u>		<u>\$5,845 44</u>
LIABILITIES SIDE				
\$300 00	Working advances due Third Avenue Ry. Co. ⁴ ..	\$300 00		.....
4,645 43	Interest accrued on unfunded debt ⁵	9,290 87		\$4,645 44
92,908 64	Due associated companies for construction advances ⁶	92,908 64		.....
20,000 00	Capital stock.....	20,000 00		.....
1,200 00	Corporate surplus.....	2,400 00		1,200 00
<u>\$119,054 07</u>	<u>Total.....</u>	<u>\$124,899 51</u>		<u>\$5,845 44</u>

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— Valuation as of June 30, 1916, filed by respondent: Real property in streets—tangible, \$91,471; same less depreciation, \$34,221. Assessed valuation for 1916 taxes: Real property Manhattan Borough (tangible and intangible) in streets, \$55,800.

Fixed Capital Installed since December 31, 1908.— Balance June 30, 1916 (no changes during year): Organization, \$395.88; street railway franchises, \$400; other intangible street railway capital, \$11,131.75; right of way, \$1,240.62; grading, \$10,837.27; rails, rail fastenings and joints, \$1,611.80; special work, \$31,358.59; underground construction, \$15,312.76; track laying and surfacing, \$15,309.79; paving, \$5,590.77; underground conduits, \$4,073.22; distribution system, \$4,192.41; engineering and superintendence, \$9,120.78; taxes during construction, \$2,450; miscellaneous construction expenditures, \$83; total, \$113,108.64.

Capital Stock.— Common, authorized and issued, 200 shares; total par value actually outstanding, \$20,000; cash realized, \$20,000; no dividends declared.

Reserves.— Reserve for amortization of property and franchise, which will revert to the City of New York on December 31, 1934, as provided in the orders of the Public Service Commission in Case No. 1435 and No. 1662: Balance, July 1, 1915, \$8,896.35; credited during year by charge to income, \$3,266.80; balance, June 30, 1916, \$12,163.15.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Rent accrued from lease of road and equipment.....	\$8,890 10	D 366 58
Interest revenues.....	222 14	222 14
Gross income from corporate and leased properties.....	\$9,112 24	\$155 56

² Sinking fund for amortisation of property and franchises.

³ Deposit with City of New York under terms of franchise dated December 31, 1909.

⁴ [Represents amount paid by the Third Avenue Ry. Co. to the City of New York, for account of this company, under paragraph 4 of the resolution of the Board of Estimate and Apportionment, dated July 10, 1914, authorizing construction, maintenance and operation of certain special work at 60th street and Second avenue.— From 1915 report of company.]

⁵ Interest on note to Third Ave. Ry. Co. See note 6.

⁶ Represents non-negotiable demand note dated July 1, 1914, payable to Third Avenue Railway Co., with interest at 5 per cent.

Third Avenue Bridge Company		
LESSOR		
INCOME STATEMENT — <i>Concluded</i>		
	Net amount for year	Increase or (D) decrease
Deductions from gross income: Interest on note to Third Ave. Ry. Co., \$4,645.44; amortization of property and franchise, \$3,266.80.....	\$7,912 24	\$155 56
Net corporate income.....	\$1,200 00	.....
Surplus, June 30, 1915.....	1,200 00	=====
Surplus, June 30, 1916.....	\$2,400 00	=====

DESCRIPTION OF TRACK AND ROADWAY ¹		Tracks owned by Third Ave. Bridge Co. (miles)
Special work from north on Third avenue to east on 59th street.....		0.018
Special work from south on Third avenue to east on 59th street.....		0.028
59th street from east of Second avenue to tracks on bridge.....		0.016
60th street from tracks on bridge to special work at Third avenue.....		0.185
Special work from east on 60th street to north on Third avenue.....		0.023
Special work from east on 60th street to south on Third avenue.....		0.021
• Total.....		0.291

Officers.— President, F. W. Whitridge; Vice-President and General Manager, E. A. Maher. Secretary, S. E. Martin; Assistant Secretary and Assistant Treasurer, J. F. Feely; Treasurer, A. D. Sage; Auditor, Reune Martin; Assistant General Manager, E. A. Maher, Jr.

Directors.— F. W. Whitridge, H. Bronner, G. W. Davison, A. Iselin, Jr., E. A. Maher, W. E. Roosevelt, J. H. Seaman, E. M. Burghard, A. W. Scholle.

Main Business Office.— 2,396 Third Avenue, New York City.

Report verified by Edward A. Maher, General Manager, September 29, 1916.

THIRD AVENUE RAILWAY COMPANY

History.— Incorporated April 21, 1910, under sections 9 and 10 of the Stock Corporations Law [to take over the property and franchises of The Third Avenue Railroad Company, pursuant to an agreement of readjustment, dated February 23, 1910, made by a committee of holders of the first consolidated 4 per cent 100-year gold bonds of that company. The Third Avenue Railroad Company was incorporated October 8, 1853, and operation was begun in 1854. The company, including its controlled companies, was leased to the Metropolitan Street Railway Company for 999 years, on April 13, 1900, and on January 6, 1908, following the abrogation of the Third Avenue lease by the receivers of the Metropolitan Company, Frederick W. Whitridge was appointed receiver. The property and franchises were sold March 1, 1910, pursuant to a decree of foreclosure and sale, made May 17, 1909, by the Circuit Court of the United States for the Southern District of New York in a suit wherein Central Trust Company of New York was complainant and the Third Avenue Railroad Company and others were defendants, and were transferred on April 18, 1910, by deed of Special Master to James N. Wallace, Adrian Iselin and Harry Bronner with whom Third Avenue Railway Company contracted for the purchase of said property and franchises. The Public Service Commission, on September 29, 1910, denied the application of respondent and others for leave to issue the securities called for by said agreement of readjustment. On November 29, 1911, the Court of Appeals set aside the order of the Commission. (For subsequent action of the Commission, see case No. 1181, 3 P. S. C. Reports, 1st Dist. N. Y. 21, 51.) The company purchased the property (subject to a prior lien of the first mortgage of The Third Avenue Railroad Company for \$5,000,000) for its entire capital stock of \$16,590,000 and \$15,790,000 in five per cent first refunding mortgage bonds and \$22,536,000 in five per cent adjustment income bonds. Title to the property was conveyed to the Company by deed dated December 14, 1911. In accordance with an order of the United States Circuit Court this company took over the property and began operations on January 1, 1912.]¹

¹ [From company's 1914 report.]
² [From documents on file with the Commission. See also The Third Avenue Railway Company and Third Avenue Railroad Company in Documentary History, Annual Report, 1913, vol. V. pp. 1290-1308 and 1308-15, also chart No. 2.]

Third Avenue Railway Company

Respondent controls the following corporations through ownership of a majority of their capital stock:

Belt Line Railway Corporation.
 The Dry Dock, East Broadway and Battery Railroad Company.
 The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company.
 Kingsbridge Railway Company.
 Mid-Croastown Railway Company, Incorporated.
 New York City Interborough Railway Company.
 New York, Westchester and Connecticut Traction Company.
 Pelham Park and City Island Railway Company, Incorporated.
 The Southern Boulevard Railroad Company.
 Third Avenue Bridge Company.
 Union Railway Company of New York City.
 The Westchester Electric Railroad Company.
 The Yonkers Railroad Company.

It also controls The Bronx Traction Company indirectly through its control of Union Railway Company of New York City. Together with other companies it has joint control of The Brooklyn and North River Railroad Company.

Stockholders and Members.— Total voting power of all members of the company, at the date of the latest closing of the books, October 30, 1915, 165,900, each holder of \$100 par value of capital stock having one vote; total number of stockholders, 1,928, of whom 1,525, holding 153,773 shares of stock resided in New York State. Total number of votes cast at the last general meeting, November 10, 1915, 154,668, (98,508 for stockholders and 56,160 for registered bondholders) of which Edward A. Maher cast 143,183 (40,646 in behalf of corporate members, 102,536 in behalf of individual members and 1 in behalf of himself) Edward A. Manice, 11,183 (8,063 in behalf of individual members, 3,100 in behalf of himself); Frederick W. Rothschild, 232; Sam Sholem, 60; and Joseph E. Marx, 10, all in behalf of themselves.

Voting rights are attached to adjustment 5 per cent income bonds. Until full interest at 5 per cent per annum together with accumulations shall have been paid for five consecutive years, registered owners shall have one vote for each \$100 par value of the bonds. On October 30, 1915 there were registered 70 bondholders, entitled to 57,240 votes, of whom 58, with 56,365 votes, resided in New York State.

Important Changes during the Year.— Crossovers located at 185th and 193d streets on Amsterdam avenue, were removed, making a decrease of .029 miles of track in sidings and turnouts.

Under authority of the Public Service Commission granted October 8, 1915, (Case No. 1778), the company issued under date of October 15, 1915, \$2,020,500, par value of its first refunding mortgage 4 per cent bonds, for the purchase of cars. \$93,133; capital stock of the Pelham Park and City Island Railway Company, \$25,000; reimbursement of its treasury for expenditures made therefrom for the purchase of property and the acquisition of stock of several controlled companies, \$1,457,847.08; to cover the expenses of sale and discount suffered \$444,507; sold at 80 and accrued interest; amount realized, \$1,639,748.

The following securities were acquired: 294 shares of the capital stock of New York City Interborough Ry. Co.,² \$2,020,500 par value of respondent's first refunding mortgage 50 year 4 per cent bonds, at 80 per cent of par value and accrued interest; \$248,000 par value of respondent's adjustment mortgage 50 year 5 per cent income bonds, at a cost of \$205,671.25; (including accrued interest \$7,271.71); demand notes of controlled companies aggregating \$676,984.19, authorized by Public Service Commission's order of October 8, 1915, (Case No. 1778); notes from Brooklyn and North River R. R. Co., covering respondent's proportion of the accrued deficit of that company up to and including December 31, 1915. (For details, see *Investments*.)

Franchise contract dated February 16, 1916, entered into with the City of New York by which the City leases to respondent tracks and equipment on Fort George avenue from Amsterdam to Audubon avenues, for ten years from March 4, 1914, and grants to respondent the right to maintain and operate same. Approved by Public Service Commission on April 6, 1916 (Case No. 2076).

Agreement entered into with the Union Railway Company, dated September 9, 1915, for the use of respondent's tracks on 125th street, from First avenue to Manhattan street. Approved by Public Service Commission on October 29, 1915 (Case No. 2021).

Agreement entered into with the New York Edison Co., dated November 6, 1915, effective July 1, 1915, amending second paragraph of agreement, dated July 8, 1912, by reducing rate for current under certain conditions from 0.75 to 0.65 cents, per kw. hour.

² [The company has not applied for authority from the Commission to acquire this stock.]

874 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Third Avenue Railway Company

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
	Current assets:		
\$327,847 78	Cash.....	\$1,788,548 40	\$1,460,700 62
603 88	Sinking funds uninvested.....	603 88	.....
2,323,988 88	Other special deposits ¹	2,904,837 29	580,848 41
185,075 75	Accounts receivable.....	153,972 16	D 31,103 59
2,239,872 12	Interest and dividends receivable.....	1,963,170 02	D 276,702 10
263,139 63	Materials and supplies.....	286,006 06	22,866 43
	Miscellaneous investments:		
16,358,464 72	Stocks of associated companies.....	16,665,856 83	307,392 11
18,368,681 86	Funded debt of associated companies..	18,565,666 05	196,984 19
20,000 00	Advances to associated companies.....	20,003 00	3 00
	Other miscellaneous investments.....		
\$34,747,146 58	Total miscellaneous investments — gross.....	\$35,251,525 88	\$504,379 30
8,879,932 23	Less: Reserve for adjustment of stocks and obligations of controlled companies and other capital adjustments ⁴	8,812,013 79	D 67,918 44
\$25,867,214 35	Total miscellaneous investments — net.....	\$26,439,512 09	\$572,297 74
\$30,429,712 95	" Fixed Capital, Dec. 31, 1908 ".....	\$30,316,203 69	D \$113,509 26
	Fixed capital installed since 1908:		
89,077 37	Street railway land.....	89,077 37	.....
1,648 09	Intangible street railway capital.....	1,648 09	.....
3,646,015 96	Tangible street railway capital.....	3,740,924 99	94,909 03
\$34,166,454 37	Total fixed capital — gross.....	\$34,147,854 14	D \$18,600 23
596,318 80	Less accrued amortization ⁵	711,069 80	114,751 00
\$33,570,135 57	Total fixed capital — net.....	\$33,436,784 34	D \$133,351 23
	Miscellaneous temporary debits:		
\$94,724 20	Construction in process.....	\$3,257 65	D \$91,466 55
1,831,155 66	Advances to associated companies..	1,748,837 62	D 82,318 04
182,019 44	Prepayments.....	121,826 74	D 60,192 70
734,054 19	Unamortized debt discount and expense.....	1,140,356 59	406,302 40
38,277 54	Suspense.....	35,897 54	D 2,380 00
\$67,658,108 99	Total (corrected).....	\$70,023,610 38	\$2,365,501 39
	LIABILITIES SIDE		
	Unfunded debt:		
\$196,505 35	Taxes accrued.....	\$170,608 15	D \$25,897 20
330,428 84	Deposits of associated companies to pay interest and taxes.....	306,807 29	D 23,621 55
122,213 82	Working advances due associated companies.....	393,825 27	271,611 45
166,666 66	Miscellaneous bills payable.....	83,333 33	D 83,333 33
233,982 40	Miscellaneous accounts payable.....	165,638 40	D 68,344 00
594,643 75	Interest accrued on adjustment mortgage income bonds.....	592,800 00	D 1,843 75

¹ Includes \$2,022,498.11, cost of \$2,520,500 par value of respondent's first refunding mortgage 4 per cent bonds, and \$198,399.54, cost of \$248,000 par value of respondent's adjustment mortgage 5 per cent income bonds, held in the depreciation fund.

⁴ Reported by company under reserves on liabilities side.

⁵ [Credits to accrued amortization of capital are not made in accordance with the order of the Commission in case No. 1181; see *Depreciation*. Proper entries since January 1, 1912, when the Commission's order went into effect, would result in a reduction of the reported surplus.]

⁶ Equipping cars with door opening device, \$2,375.65; Johnson fare boxes for Yonkers R. R. Co., \$882.

ABSTRACTS OF RETURNS OF COMMON CARRIERS 875

Third Avenue Railway Company

BALANCE SHEET—*Concluded*

LIABILITIES SIDE—*Concluded*

June 30, 1915		June 30, 1916	Increase or (D) decrease
	Unfunded debt — <i>Concluded</i> :		
\$540,810 00	Interest accrued on other funded debt.	\$578,760 00	\$37,950 00
1,370 35	Interest accrued on unfunded debt....	7 693 71	D 676 64
19,944 70	Due for wages and salaries.....	12,583 22	D 7,358 48
3,539 64	Other unfunded debt.....	2,998 96	D 540 68
47,506,000 00	Funded debt — mortgage bonds.....	49,526,500 00	2,020,500 00
469,306 65	Reserves.....	679,850 25	210,543 60
16,590,000 00	Common stock.....	16,590,000 00	.....
882,696 83	Corporate surplus ¹¹	919,208 80	36,511 97
\$67,658,108 99	Total (corrected).....	\$70,023,610 38	\$2,365,501 39

Contingent Liabilities.— Guaranteed payment of principal and interest of \$1,750,000 first mortgage 5 per cent 30-year gold bonds of Belt Line Railway Corporation; contingent liability to pay obligations of controlled companies as stipulated by adjustment income mortgage. Judgments on appeal \$650.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:	Gross value	Same less depreciation
Real property outside streets and public places.....	\$10,123,277	\$7,186,824
Real property in streets — tangible.....	4,180,448	2,578,565
Tangible personal property.....	7,142,234	5,568,767
Assessed valuation for 1916 taxes:		Borough of Manhattan
Real property outside streets and public places:		
Land and improvements.....	.....	\$5,873,000
Real property (tangible and intangible) in streets.....	.....	8,091,000
Tangible personal property.....	.....	10,000

DETAILS OF ASSETS AND DEBIT BALANCES

"Fixed Capital, December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Real estate, buildings and fixtures.....	\$8,160,596 40	\$4,200 00	\$8,156,396 40
Track and roadway construction.....	13,876,169 14	9,400 00	13,866,769 14
Electric line construction.....	343,010 38	19,529 26	323,481 12
Power plant equipment.....	3,793,458 77	75,000 00	3,718,458 77
Shop tools and machinery.....	9,354 15	.....	9,354 15
Cars.....	3,326,503 38	3,000 00	3,323,503 38
Electric equipment of cars.....	873,169 60	2,380 00	870,789 60
Miscellaneous.....	47,451 13	.....	47,451 13
Total.....	\$30,429,712 95	\$113,509 26	\$30,316,203 69

Details of Capital Withdrawn.—"Fixed Capital December 31, 1908" (estimated costs): To reduce valuation of property at Bayard street and Bowery by amount received from Interborough Rapid Transit Co., on account of third track on elevated structure on Third Avenue line of Manhattan Railway Co., \$4,200; two crossovers removed from Amsterdam avenue at 185th and 193d streets, \$9,400; 26,039 feet of 1,000,000 c/m D. C. cable removed from Amsterdam avenue between 145th and 162d streets, \$19,529.26; 1 station battery, booster and switchboard panel removed from Bayard street sub-station, \$75,000; 2 single truck box cars numbers 201 and 214, \$3,000; 3 W. H. 56 armatures and 4 W. H. 56 motors, sold \$2,380; total \$113,509.26.

⁷ Accrued interest at 4 per cent on note to bond holders' reorganization committee of Twenty-eighth and Twenty-ninth Streets Crosstown R. R. Co.

⁸ Includes \$2,768,500 of bonds held by the company in its reserve for depreciation renewals, and contingencies.

⁹ Respondent reports this item as \$9,349,238.88; the difference of \$8,879,932.23 is shown among the assets as a deduction from investments.

¹⁰ Respondent reports this item as \$9,491,864.04; the difference of \$8,812,013.79 is shown among the assets as a deduction from investments.

¹¹ See note 5.

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Third Avenue Railway Company Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Organisation.....				\$1,170 00
Street railway franchises.....				478 09
Right of way.....				1,690 40
Other street railway land.....				87,386 97
Grading.....				2,324 88
Ties.....				206 00
Rails, rail fastenings, and joints.....				4,860 73
Special work.....	\$18 13			41,445 82
Underground construction.....	191 53			27,731 78
Track laying and surfacing.....	149 21			52,184 19
Paving.....	335 42			9,670 39
Roadway tools.....	3,517 38			13,159 38
Poles and fixtures.....				3,343 28
Underground conduits.....				3,144 25
Transmission system.....				15,435 96
Distribution system.....	14,068 50			71,912 96
Power plant buildings.....				92 00
Sub-station buildings.....				4,019 90
General office building and fixtures.....				84,871 97
Shops and car-houses.....				314,806 49
Stations, waiting rooms, and miscel- laneous buildings.....	7,710 28			40,279 42
Miscellaneous power plant equipment...				297 00
Sub-station equipment.....			\$28 38	145,764 77
Shop equipment.....	275 00			12,803 30
Revenue cars.....	73,193 17	\$21,102 72	25,002 22	2,087,218 27
Electric equipment of cars.....			473 00	711,843 89
Other rail equipment.....				52,926 22
Miscellaneous equipment.....				39,669 79
Engineering and superintendence.....	Cr. ¹² 148 71			664 05
Miscellaneous construction expenditures.				249 30
	<u>\$99,309 91</u>	<u>\$21,102 72</u>	<u>\$25,503 60</u>	<u>\$3,831,650 45</u>

Details of Expenditures for Improvements

Removing old axles, journal boxes and bearings and installing new axles and Perkins roller bearings on 200 convertible cars Nos. 851 to 1050.....	\$93,206 72
Installation of one cross-over Third avenue north of 89th street.....	545 58
Installation of printing presses, machines and accessories necessary for printing stationery required by the company.....	7,710 28
Installation of window cleaners to clean vestibule windows on 500 convertible P. A. Y. E. cars.....	1,049 01
Installation of 2 reciprocating rail grinders.....	3,517 38
Installation of 9,379 feet of 1,000,000 c. m. duplex concentric cable.....	14,068 50
Minor projects less than \$500.00.....	315 16
Total.....	<u>\$120,412 8</u>

Equipment Retired during the Year.— Transferred to other companies or converted into non-revenue equipment: ¹³ Convertible passenger cars 2; closed passenger cars 63; sand cars 1; sweepers, storage battery, 23; snow plows 4; wing cars 2; pay cars 1; total 96.

¹² Adjustment; amount transferred, as an adjustment to account track laying and surfacing.
¹³ For details, see schedule Cars.

Third Avenue Railway Company

Credited to fixed capital (estimated costs): One station battery, booster and switchboard \$75,000; 2 single truck box cars, \$3,000; 3 W. H. 56 armatures, \$480; 4 W. H. 56 motors, \$1,900; total, \$80,380. Disposition of concurrent charges: Charged to other companies, \$11,250; to Reserve for adjustment of stocks and obligations of controlled companies and other capital adjustments, \$52,135; to surplus, \$16,995; total, \$80,380.

Miscellaneous Investments

Name of Issuing Company and Security	Par value of amount held	Amount at which carried on books ¹⁴	Income accrued during year
FREE INVESTMENTS			
<i>Stocks and bonds of associated companies</i>			
Brooklyn and North River R. R. Co., ¹⁵ stock...	\$25,000 00	\$25,000 00	.....
Southern Boulevard R. R. Co., stock.....	¹⁶ 1,400 00	620 00	.....
New York City Interborough Ry. Co., stock...	¹⁶ 31,900 00	2,376 00	.....
<i>Advances to associated companies</i>			
Dry Dock, East Broadway and Battery R. R. Co., Receiver's certificates, 6%.....	350,000 00	350,000 00	\$21,000 00
Receiver's certificates, 4%.....	130,000 00	130,000 00	5,200 00
Pelham Park and City Island Ry. Co. Inc., 6% notes.....	29,545 31	29,545 31	1,772 64
Brooklyn and North River R. R. Co., notes, 6%.	31,411 17	¹⁴ 3 00	1,003 78
MORTGAGED OR PLEDGED INVESTMENTS			
<i>Advances to associated companies, demand notes dated April 30, 1907 4 per cent</i>			
Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co.....	6,391,967 44	6,391,967 44	255,678 72
Dry Dock, East Broadway and Battery R. R. Co.....	1,822,963 70	1,822,963 70	.....
Kingsbridge Ry. Co.....	2,248,792 70	2,248,792 70	.....
Union Ry. Co., of N. Y. City.....	4,715,064 39	4,715,064 39	188,602 56
Southern Boulevard R. R. Co.....	72,350 73	72,350 73	2,894 04
Westchester Electric R. R. Co.....	1,307,221 82	1,307,221 82	52,288 80
Yonkers R. R. Co.....	1,207,867 13	1,207,867 13	48,314 64
<i>Demand notes dated October 15, 1915, 5 per cent</i>			
Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co.....	23,185 54	23,185 54	824 40
Belt Line Ry. Corporation.....	73,091 53	73,091 53	2,598 80
Southern Boulevard R. R. Co.....	64,013 97	64,013 97	2,276 00
Westchester Electric R. R. Co.....	153,536 36	153,536 36	5,458 96
Yonkers R. R. Co.....	200,683 35	200,683 35	7,135 36
New York, Westchester and Connecticut Traction Co.....	24,047 54	24,047 54	855 04
Bronx Traction Co.....	131,067 61	131,067 61	4,641 94
New York City Interborough Ry. Co.....	7,358 29	7,358 29	260 61
Third Avenue Bridge Co., notes, 5%.....	92,908 64	92,908 64	4,645 44
<i>Stocks and bonds of associated companies</i>			
Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., stock.....	2,471,300 00	1,966,843 04	.....
Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., 6% 30 year income bonds, due January 1, 1915.....	1,487,000 00	1,534,146 33	89,220 00
Dry Dock, East Broadway and Battery R. R. Co., stock.....	1,198,000 00	2,560,525 25	.....
Kingsbridge Ry. Co., stock.....	8,600 00	8,600 00	.....
Union Ry. Co., of New York City, stock.....	2,000,000 00	4,881,554 07	.....

¹⁴ Actual money cost of the securities and book value are reported as identical, except the Brooklyn and North River R. R. Co., 6 per cent notes, reported the same as par value, and the Belt Line Ry. Corporation's stock and bonds, reported as \$2,420,342.99.

¹⁵ Incorrectly reported by the company as a non-associated company.

¹⁶ [The company has not applied for authorization from the Public Service Commission to hold these stocks.]

Third Avenue Railway Company
Miscellaneous Investments — Concluded

Name of Issuing Company and Security	Par value of amount held	Amount at which carried on books ¹⁴	Income accrued during year
MORTGAGED OR PLEDGED INVESTMENTS—Concl'd			
<i>Stocks and bonds of associated companies—Concl'd</i>			
Southern Boulevard R. R. Co., stock.....	\$248,300 00	\$78,124 85	.....
Yonkers R. R. Co., stock.....	992,500 00	292,291 25	.....
Westchester Electric R. R. Co., stock.....	500,000 00	147,227 15	.....
New York, Westchester and Connecticut Traction Co., stock.....	200,000 00	701 25	.....
New York, Westchester and Connecticut Traction Co., 4% 50 year bonds, due May 1, 1950.	50,000 00	200 00	\$2,000 00
Third Avenue Bridge Co., stock.....	20,000 00	20,000 00	.....
Mid-Crosstown Ry. Co., Inc., stock.....	150,000 00	¹⁷ 432,762 40	.....
Pelham Park and City Island Ry. Co., stock...	45,000 00	11,884 83	.....
New York City Interborough Ry. Co.:			
Stock.....	2,750,000 00	1,358,500 00	{ 56,520 00
Bonds, 4%, 23-year, due May 1, 1928.....	1,413,000 00		
Stock.....	95,000 00	7,128 64	.....
Bonds, 4%, 23-year, due May 1, 1928.....	259,000 00	226,625 00	{ 10,360 00
Stock.....	1,256,000 00		
Stock.....	120,000 00	9,575 00	.....
Bonds, 4%, 23-year, due May 1, 1928.....	30,000 00	24,000 00	1,200 00
Stock.....	¹⁶ 10,000 00	700 00	.....
Stock.....	¹⁶ 186,000 00	50,238 17	{ 15,000 00
Bonds, 4%, 23-year, due May 1, 1928.....	375,000 00		
Belt Line Ry. Corporation:			
Bonds, 5%, 30-year, due January 1, 1943..	1,750,000 00	¹⁴ 2,245,534 10	{ 87,500 00
Stock.....	431,300 00		
Stock.....	302,700 00	302,700 00	69,857 77
<i>Other bond investments</i>			
New York City corporate stock, 4%, due Nov. 1, 1956.....	2,500 00	2,500 00	100 00
New York City corporate stock, 4½%, due Mar. 1, 1964.....	17,500 00	17,500 00	743 76
Total, all investments.....	\$37,504,077 22	\$35,251,525 88	\$937,953 26

Advances to Associated Companies.—Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., \$270,611.01; Dry Dock, East Broadway and Battery R. R. Co., \$199,233.22; Mid-Crosstown Ry. Co., Inc., \$37,782.93; Union Ry. Co., of N. Y. City, \$443,375.20; Westchester Electric R. R. Co., \$209,254.13; Yonkers R. R. Co., \$571,345.93; Pelham Park and City Island Ry. Co., Inc., \$16,932.17; Third Avenue Bridge Co., \$300; total, \$1,748,837.62.

Sinking Funds Uninvested.—For amortization of debt discount and expense on \$180,000 first refunding mortgage bonds, issued in April, 1914, \$603.88.

Special Deposits.—Coupon special deposits, \$608,164.29; franchise deposit (Kingsbridge Ry. Co.), \$500; with State Industrial Commission, \$1,741; for depreciation, renewals and contingencies (cash, \$21,462.73; 4 per cent bonds of Third Avenue Ry. Co., par value, \$2,520,500, at cost of reacquisition, \$2,022,498.11); investment fund; (5 per cent adjustment mortgage 50 year income bonds of Third Avenue Ry. Co., par value, \$248,000, at cost of reacquisition, \$198,399.54; cash, \$51,071.62); Leonard S. Prince loan fund \$1,000; total, \$2,904,837.29.

Materials and Supplies.—Sixty-fifth street storeroom, car repairs and general supplies, \$205,424.72; roadway and track material, \$73,386.27; sub-station supplies, \$1,987.12; sand, \$1,196.33; printing department, \$4,011.62; total, \$286,006.06.

Prepayments.—Taxes, \$61,536.99; insurance, \$60,101; rents, \$188.75; total, \$21,826.74.

Suspense.—Undistributed items in connection with lease of Kingsbridge power station to New York Edison Co., \$35,877.54; option on capital stock of Third Avenue Railway Co., \$20; total, \$35,897.54.

¹⁴ See note on preceding page.

¹⁶ See note on preceding page.

¹⁷ [See orders of the Commission in cases 1714 and 1728 (P. S. C. R., V, 22-49) as to the value of the property and the amount properly capitalizable.]

Third Avenue Railway Company

Unamortized Debt Discount and Expense.— On \$21,990,500 par value of 4 per cent 50-year first refunding mortgage bonds, ¹⁸ maturing January 1, 1960: Unamortized balance, June 30, 1915, \$734,054.19; discount suffered on bonds issued during the year, \$415,434.65; charged to income during the year, \$9,132.25; unamortized balance, June 30, 1916, \$1,140,356.59.

DETAILS OF LIABILITIES AND CREDIT BALANCES

		Securities		
		Third Avenue Railroad Company's first mortgage bonds	First refunding mortgage bonds	Adjustment mortgage income bonds
PARTICULARS OF STOCK AND FUNDED DEBT	Common stock			
Nominal date of issue.....	_____	July 1, 1887	Jan. 1, 1910	Jan. 1, 1910
Date of maturity.....	_____	July 1, 1937	Jan. 1, 1960	Jan. 1, 1960
Interest, rate and dates.....	_____	5%, Jan., July	4% Jan. & July	5%, as declared April, Oct.
Denominations.....	1 share = \$100	\$1,000	\$500 and \$1,000	\$500 and \$1,000
Authorized by company.....	\$16,590,000 00	\$5,000,000 00	\$40,000,000 00	\$22,536,000 00
By public authority.....	16,590,000 00	5,000,000 00	21,997,500 00	22,536,000 00
Authorization cancelled.....			7,000 00	
Actually issued, prior to year.....	16,590,000 00	5,000,000 00	19,970,000 00	22,536,000 00
Cash realized.....	(¹⁹)	(¹⁹)	¹⁹ 3,321,748 90	(¹⁹)
Property consideration.....	(¹⁹)	(¹⁹)	¹⁹ 150,000 00	(¹⁹)
Discount.....			¹⁹ 708,251 10	
Actually issued during year.....			2,020,500 00	
Cash realized.....			²⁰ 1,616,400 00	
Discount.....			²⁰ 404,100 00	
Reacquired and held alive.....			²¹ 2,520,500 00	²¹ 248,000 00
In sinking fund.....			²¹ 2,520,500 00	²¹ 248,000 00
Actually outstanding.....	16,590,000 00	5,000,000 00	²² 21,990,500 00	²² 22,536,000 00
Interest accrued and dividends declared.....	497,700 00	250,000 00	²³ 879,620 00	²³ 1,126,800 00
Interest charged to income.....		250,000 00	856,272 00	1,126,800 00
Interest and dividends paid.....	497,700 00	249,700 00	841,970 00	1,128,643 75
Interest and dividends not due...				563,400 00
Interest and dividends matured and unpaid.....		126,800 00	451,960 00	29,400 00
Market price: Highest, lowest, last sale.....	H. 68½, L. 50, L. S. 67	H. 108, L. 106, L. S. 107½	H. 85½, L. 78, L. S. 81½	H. 84½, L. 75½, L. S. 81
Trustees under mortgage.....		Farmers Loan and Trust Co.	Central Trust Co.	United States Mortgage and Trust Co.

Working Advances Due Associated Companies.— On open account, no interest charged, Belt Line Ry. Corporation, \$114,352.79; Southern Boulevard R. R. Co., \$63,709.35; N. Y. City Interborough Ry. Co., \$61,189.86; Westchester Electric R. R. Co., \$28,471.72; Yonkers R. R. Co., \$114,017.77; New York, Westchester and Connecticut Traction Co., \$12,083.78; total, \$393,825.27.

¹⁸ See Securities schedule for particulars of funded debt, including discounts suffered, etc.
¹⁹ Of the securities outstanding, \$5,000,000 first mortgage bonds of Third Avenue Railroad Co. were assumed, and the common stock, the adjustment income bonds, and \$15,790,000 of first refunding mortgage bonds were issued, pursuant to the agreement of readjustment dated February 23, 1910. The remainder of \$6,200,500 of first refunding mortgage were issued as follows: \$6,020,500 for \$4,938,148.90 cash (discount \$1,082,351.10); \$180,000 as part consideration for purchase of Mid-Crosstown Ry. Co. stock (discount \$30,000).
²⁰ Reacquired for \$2,022,498.11 and carried at cost in reserve for Depreciation, renewals and contingencies.
²¹ Reacquired for \$198,399.54 and carried at cost in Investment Fund — Securities. For purchase of Adjustment mortgage income bonds.
²² [As reported by company; this amount should be decreased by \$2,520,500 par value of bonds reacquired.]
²³ [As reported by company; this amount should be decreased by \$248,000 par value of bonds reacquired.]
²⁴ [As reported by company; this includes, improperly, \$80,647.74 interest on reacquired bonds held as special deposit for depreciation, renewals and contingencies. Interest on these bonds is also taken into revenue.]

Third Avenue Railway Company

Miscellaneous Bills Payable.—Bondholders' Committee, Twenty-eighth and Twenty-ninth Streets Crosstown Ry. Co.: Balance, June 30, 1915, \$166,666.66; repaid during year, \$83,333.33; balance, June 30, 1916, \$83,333.33; interest accrued, \$5,990.03; interest paid, \$6,666.67.

Deposits of Associated Companies to Pay Interest and Taxes.—Forty-second Street, Manhattanville, and St. Nicholas Avenue Ry. Co., \$63,733.53; Dry Dock, East Broadway and Battery R. R. Co., \$22,353.72; Belt Line Ry. Corporation, \$12,938.85; Mil-Crosstown Ry. Co., Inc., \$4,918.13; Union Ry. Co. of N. Y. City, \$120,258.00; Southern Boulevard R. R. Co., \$5,813.48; N. Y. City Interborough Ry. Co., \$34,514.35; Yonkers R. R. Co., \$41,643.47; N. Y., Westchester and Connecticut Traction Co., \$603.16; total, \$306,807.29.

Taxes Accrued.—See schedule supporting Income Statement.

Reserves.—Accrued Amortisation of Capital: Balance, June 30, 1915, \$593,318.80; credited during year at the rate of \$13,080 per month for six months to December 31, 1915, plus an amount equal to the accrued interest on bonds and cash held in "Deposit for depreciation, renewals and contingencies," \$114,751; * balance, June 30, 1916, \$711,069.80.

Reserve for Adjustment of Stocks and Obligations of Controlled Companies and Other Capital Adjustments: Balance, June 30, 1915, \$8,879,932.23; debits during year, "Fixed Capital, December 31, 1908" retired, applicable to period prior to January 1, 1912; station battery and booster, switchboard panels, etc., withdrawn from Bayard street sub-station, less proceeds from sale, \$48,375; two crossovers removed from Amsterdam avenue at 185th and 193d streets, less salvage, \$7,886.50; two single truck box cars, \$3,000; estimated cost of old axles, journal boxes and bearings replaced, \$9,044.02; minor items, \$1,016.36; credits during the year; balance transferred from Bondholders Reorganization Committee, \$1,403.44; balance, June 30, 1916, \$8,812,013.79.

Reserve for Loss on Operation of Others (contingent liability for losses and surpluses of controlled companies affecting income subsequent to their acquisition): Balance, June 30, 1915, \$469,306.65; credits during year, * \$209,543.60; balance, June 30, 1916, \$678,850.25.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Transportation revenue.....	\$2,678,207 97	\$34,046 59
Other operating revenue.....	1,387,275 98	159,903 03
Total operating revenue.....	<u>\$4,065,483 95</u>	<u>\$193,949 62</u>
Operating expenses:		
Maintenance of way and structures.....	\$318,276 66	\$77,454 49
Maintenance of equipment.....	162,368 47	D 5,449 97
Depreciation.....	²⁷ 114,751 00	D 89,167 87
Power.....	627,173 57	D 39,893 74
Operation of cars.....	602,962 43	D 20,271 54
Injuries to persons and property.....	164,564 35	11,348 27
Other general expenses.....	179,241 10	D 2,022 71
Total operating expenses.....	<u>\$2,169,337 58</u>	<u>D \$68,003 00</u>
Taxes accrued.....	305,111 08	58,110 74
Total revenue deductions.....	<u>\$2,474,448 66</u>	<u>D \$9,892 26</u>
Operating income.....	<u>\$1,591,035 29</u>	<u>\$203,841 86</u>
Non-operating income: Interest on notes of associated companies, \$579,251.73; on securities of associated companies, \$288,000; on first refunding mortgage of respondent, ²⁸ \$75,694.45; on adjustment mortgage income bonds of respondent, ²⁸ \$4,953.29; on New York City corporate stock, \$1,262.51; on daily bank balances, \$60,355.29; dividends on stock of associated companies, \$69,857.77; less interest on deposits of associated companies to pay interest and taxes, \$7,357.75....	1,072,017 20	166,651 96
Gross income applicable to corporate and leased properties.....	<u>\$2,663,052 58</u>	<u>\$370,493 84</u>

* See schedule, Depreciation.

²⁶ Includes, charge to Income, Loss on operation of others, \$183,492.97; charge to Surplus, \$32,212.63; less note for \$6,162 received from Brooklyn and North River R. R. Co., account of loss for six months ended December 31, 1915; total, \$209,543.60.

²⁷ [So reported by company; see schedule Depreciation.]

²⁸ [The company has improperly charged interest on reacquired securities to interest deductions, taking the same into revenue.]

Third Avenue Railway Company
INCOME STATEMENT—Concluded

Deductions from gross income (exclusive of interest on adjustment mortgage income bonds):	Net amount for year	Increase or (D) decrease
Interest on funded debt..... ²⁸	\$1,106,272 00	\$57,472 00
Other interest deductions (on notes to Bondholders' Re- organization Committee of Twenty-eighth and Twenty- ninth Streets Croestown R. R. Co.).....	5,990 03	D 3,813 98
Rent deductions (track and terminal privileges, \$50; mis- cellaneous, \$3,963.44)	4,013 44	D 14 28
Loss on operation of others.....	183,492 97	36,898 64
Amortisation of debt discount.....	9,132 25	3,434 32
Nominal tax on coupon interest assumed.....	10,719 52	207 95
Total of foregoing.....	\$1,319,620 21	\$94,684 65
Balance available for interest on adjustment mortgage 5 per cent income bonds.....	\$1,343,432 37	\$275,809 19

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$882,696 83
Balance for year transferred from income.....	1,343,432 37
Car storage by Union Ry. Co., of N. Y. City, \$149,040; by N. Y. City Inter- borough Ry. Co., \$58,880, in Kingsbridge car barn from July 1, 1912, to June 30, 1915.....	205,920 00
Housing cars of Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co. in barns at 128th and 129th streets and Amsterdam avenue, from Jan- uary 1, 1912, to June 30, 1915.....	214,660 00
Rent of 19 semi-convertible cars, to N. Y. City Interborough Ry. Co., during year ended June 30, 1915.....	9,120 00
Respondent acting as liquidator in the matter of the operation of the Brooklyn, Manhattan Bridge and North River line from November 13, 1912, to Decem- ber 10, 1913, its proportion of total loss on operation divided equally by four companies participating ²⁹	3,921 13
Adjusting sand inventory to the estimated amount of sand on hand at 65th street car house.....	2,800 00
Proceeds from sale of scrap material, copper, brass, etc.....	558 15
Minor additions.....	271 87
Total.....	\$2,663,380 35
Interest declared on adjustment mortgage income bonds, 5 per cent.....	\$1,126,800 00
"Fixed Capital December 31, 1908:" Writing off amount ap- plicable since acquisition of estimated cost of one large station battery and booster, switchboard panels, etc., withdrawn from Bayard street sub-station, \$18,750; less proceeds from sale, \$2,625.....	16,125 00
Writing off estimated cost, exclusive of paving, of two 9" cross- overs, removed from Amsterdam avenue at 185th and 193d streets, \$3,257.10, less straight track replaced, \$2,000, and salvage value, \$103.....	1,154 10
Writing off estimated cost of 4 W. H. No. 56 motors sold to R. W. Marshall & Co., \$950; less proceeds from sale, \$200.....	650 00
Writing off cost of 1,603 ft. 6 in. of D. C. 1,000,000 c/m cable withdrawn from service on Amsterdam Avenue from 145th to 162d street, \$1,039.81; less salvage, \$518.35.....	521 46
Fixed Capital since 1908: Writing off estimated cost of old axles, journal boxes and bearings removed from convertible pay-as- you-enter cars purchased in 1909 and replaced by new.....	12,058 70

²⁸ See this note on preceding page.

Third Avenue Railway Company
CORPORATE SURPLUS — Concluded

	Amount
Respondent's proportion of loss on operation of the Brooklyn, Manhattan Bridge and North River line, from November 13, 1912, to December 10, 1913 ²⁹	\$29,035 99
Loss sustained through stock ownership in Brooklyn and North River R. R. Co., from December 10, 1913, to June 30, 1915 (notes of the above named company are written down to \$3 by this charge). See <i>Investments</i>	25,246 17
For contingent liability for losses and surplus adjustment of controlled companies affecting income subsequent to their acquisition; Receiver, Dry Dock, East Broadway and Battery R. R. Co., \$1,928.89; Yonkers R. R. Co., \$12,242.76; Westchester Electric R. R. Co., \$18,040.88.....	32,212 63
Writing off, original cost of obsolete electrical and car fittings, same having been scrapped.....	2,061 49
Minor deductions.....	606 01
Dividends (3 per cent on \$16,590,000 capital stock).....	497,700 00
Total deductions.....	\$1,744,171 53
Surplus, June 30, 1916.....	\$919,208 20

Operating revenues.— For details, see Table XIII.

Operating Rents Receivable.— Rent of land and buildings: N. Y. Railways Co., rent of ducts, \$2,375.33; Bradley and Mahoney, frontage on Harlem River and 216th street, \$1,908.33; storage of cars at Kingsbridge car house, Union Railway Co. of N. Y. City, \$49,680; N. Y. City Interborough Ry. Co., \$21,360; Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., storage of cars at 128th and 129th streets and Amsterdam avenue and 129th street east of Amsterdam avenue car barns, \$48,860; miscellaneous rents, \$5,725.04; total, \$129,908.70.

Rent of tracks and terminals: Dry Dock, East Broadway and Battery R. R. Co., tracks on Park row to James street, \$2,850; Union Railway Co. of N. Y. City, use of tracks to and from 65th street shops, \$116.70; use of tracks on 126th street from First to Twelfth avenues, \$6,450; N. Y. City Interborough Ry. Co., use of tracks on 145th street from Lenox avenue to Broadway, \$6,000; Yonkers R. R. Co., use of tracks to and from 65th street shops, \$43.60; Forty-second street, Manhattanville and St. Nicholas Avenue Ry. Co., use of tracks on Third avenue, from 42d street to 60th street, \$13,772.40; Westchester Electric R. R. Co., use of tracks to and from 65th street shops, \$0.95; total accrued and received, \$29,233.65.

Rent of equipment: Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., rent of cars, at \$2 per day, \$69,540; at \$1 per day, \$2,304; Dry Dock, East Broadway and Battery R. R. Co., rent of cars at \$2 per day, \$31,224; at \$1 per day, \$940; Belt Line Railway Corporation, rent of cars at \$2 per day, \$36,720; at \$1 per day, \$758; Union Railway Co. of N. Y. City, rent of cars at \$1 per day, \$89,513; N. Y. City Interborough Ry. Co., rent of cars at \$40 per month, \$14,520; Westchester Electric R. R. Co., rent of cars at \$40 per month, \$24,200; Yonkers R. R. Co., rent of cars at \$40 per month, \$20,400; at \$1 per day, \$182; Brooklyn and North River line, rent of cars at \$25.84 per month, \$18,350 08; Union Traction Co., rent of cars at \$3 per day, \$36; total accrued and received, \$308,687.08.

Advertising Privileges: Respondent's proportion of advertising contract with New York City Car Advertising Co., \$21,500.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder

²⁹ New York Railways Co., Brooklyn Heights R. R. Co., and Coney Island and Brooklyn R. R. Co., share equally with respondent any profits or losses in operation of the Brooklyn, Manhattan Bridge and North River line.

³⁰ Ten cents discrepancy between the three items and this total exists in company's returns.

Third Avenue Railway Company

is charged to depreciation. Two depreciation accounts have been provided in operating expenses "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of December 10, 1912, in Case 1181, the company was ordered by the Commission to "expend or set aside for maintenance, depreciation and renewals during each and every fiscal year a sum equal to 20 per cent of its gross operating revenue for that particular year." For the year ending June 30, 1916, the gross operating revenue amounted to \$4,065,483.95, and the amount to be set aside was \$813,096.79. After deducting maintenance charges for the year, amounting to \$480,645.13, there remains the sum of \$332,451.66 properly chargeable to depreciation. The company has, however, made charges to an account called "Depreciation" aggregating \$114,751 for 6 months ending December 31, 1915, consisting of a monthly charge of \$13,080 for six months and an amount equal to the accrued interest on bonds and cash held in "Deposit for depreciation, renewals and contingencies." The company has filed no rules with the Commission respecting its charges for depreciation, and it has not distributed its charges between Depreciation of way and structures and Depreciation of equipment, as required by the accounting order.³⁰

Power Bought, Sold or Exchanged

NAME OF COMPANY	Total number of kw. hours delivered	Average price per kw. hour (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
New York Edison Co., A. C.	98,617,990	.5	\$493,089 95	.....	\$493,089 95
New York Edison Co., A. C.	15,103,400	.65	98,172 08	.....	98,172 08
New York Edison Co., D. C.	120	1.2	1 44	\$1 44	.....
New York Railways Co., A. C.	1,396,927	.5	6,984 62	.....	6,984 62
New York Railways Co., D. C.	1,850,025	.9	16,650 25	.....	16,650 25
New York Railways Co., D. C.	929,512	.9	8,365 59	.....	Cr. 8,365 59
Interborough Rapid Transit Co., D. C.	1,190	.9	10 71	.....	10 71
Forty-second Street, Manhattanville & St. Nicholas Ave. Ry. Co., A. C.	443,790	1.	4,437 90	4,437 90	.....
Forty-second Street, Manhattanville & St. Nicholas Ave. Ry. Co., D. C.	13,305,586	1.2	159,667 00	159,667 00	.....
Dry Dock, East Broadway & Battery R. R. Co., A. C.	629,580	1.	6,295 80	6,295 80	.....
Dry Dock, East Broadway & Battery R. R. Co., D. C.	3,906,583	1.2	46,878 98	46,878 98	.....
Union Ry. Co. of N. Y. City, A. C.	39,540,203	1.	395,402 03	395,402 03	.....
Union Ry. Co. of N. Y. City, D. C.	356,487	1.2	4,277 84	4,277 84	.....
Belt Line Ry. Corporation, A. C.	1,701,389	1.	17,013 89	17,013 89	.....
Belt Line Ry. Corporation, D. C.	3,401,765	1.2	40,812 63	40,812 63	.....
N. Y. City Interborough Ry. Co., A. C.	9,087	1.	90 87	90 87	.....
N. Y. City Interborough Ry. Co., D. C.	574,241	1.2	6,890 87	6,890 87	.....
Westchester Electric R. R. Co., A. C.	8,860,000	1.	88,600 00	88,600 00	.....
Yonkers R. R. Co., A. C.	9,653,200	1.	96,532 00	96,532 00	.....
Mid-Crosstown Ry. Co., Inc., A. C.	574,415	1.	5,744 15	5,744 15	.....
Second Avenue R. R. Co., D. C.	309,499	1.2	3,714 01	3,714 01	.....
Brooklyn & North River R. R. Co., D. C.	1,941,618	1.1	21,357 79	21,357 79	.....
Electric Storage Battery Co., D. C.	18,349	1.25	229 35	229 35	.....
New York Edison Co., additional amount paid for power as per terms of contract. . . . .	.....	.....	2,400 00	.....	2,400 00
Total. . . . .	.....	.....	.....	\$397,946 55	\$608,942 02

Joint Facilities.—Maintenance of joint way and structures: New York Railways Co., maintenance of feeders, \$755.44, charged to operating expenses; Forty-second street, Manhattanville and St. Nicholas Avenue Ry. Co., maintenance of track on Third avenue from 42d street to 60th street, \$4,112.11, credited to operating expenses.

Maintenance of Equipment: Forty-second street, Manhattanville, and St. Nicholas Avenue Ry. Co., maintenance of equipment of cars on Tenth Avenue line from Manhattan street to West 42d street ferry, \$15,164.64, credited to operating expenses.

Joint operation of cars: Forty-second street, Manhattanville and St. Nicholas Avenue Ry. Co., services of motormen and conductors, on Tenth avenue line, from Manhattan street to 161st street, \$19,887.30, charged to operating expenses; operation of cars on Tenth avenue line from Manhattan street to 161st street, \$5,510.31; credited to operating expenses.

³⁰ In Table XIV the company's charges are entered under depreciation of equipment.

Third Avenue Railway Company

Taxes				
CLASS OF TAXES	Amount of levy	Charged to income	Amount paid	Due and unpaid ^a
Land.....	\$119,809 20	\$44,393 92	\$47,440 53	.....
Improvements on land.....		66,590 89	71,160 80	.....
Special franchise.....		140,060 19	113,766 40	= \$77,507 37
Special franchise, Kings- bridge Ry. Co.....	21,117 84		8,216 88	= 3,630 85
Personal property.....	= 306 00	293 25	306 00	.....
Gross earnings, city.....	6,782 58	= 8,236 79	6,782 58	.....
Car license.....	4,100 00	3,980 00	4,100 00	.....
Gross earnings, state.....	27,760 53	28,785 28	27,760 53	.....
Federal income.....	10,320 76	12,770 76	10,320 76	.....
Total.....	\$355,253 31	\$305,111 08	\$289,854 48	\$81,138 22

Operations of Others — Profit or Loss ^a

PROPERTY OPERATED	TOTAL RESULTS OF OPERATION		ACCRUED TO RESPONDENT	
	Profit	Loss	Profit	Loss
Receiver, Dry Dock, East Broadway & Battery R. R. Co.....		\$54,282 65	.....	\$54,282 65
Yonkers R. R. Co.....	\$2,234 50	.....	\$2,234 50	.....
Westchester Electric R. R. Co.....		69,159 51	.....	69,159 51
New York, Westchester and Connecticut Traction Co.....	643 11	.....	643 11	.....
Mid-Croastown Ry., Inc.....		37,348 25	.....	37,348 25
Pelham Park & City Island Ry. Co., Inc		13,580 17	.....	13,580 17
Brooklyn and North River R. R. Co...		12,000 00	.....	12,000 00
Total.....	\$2,877 61	\$186,370 58	\$2,877 61	\$186,370 58

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

NAME OF ROAD OR BRANCH	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease ^a
ELECTRICALLY OPERATED SURFACE LINE, UNDERGROUND-CONTACT					
Road owned by respondent under title in perpetuity					
*Park Row, post office to James street ³⁷.....	.495	.495	.070	1.060	.....
Chatham square, James street to Worth street..	.054	.054	.....	.108	.....
Chatham square, Worth street to Division street.....	.062	.062	.....	.124	.....
*Bowery, Division street to Hester street ³⁸.....	.236	.236	.012	.484	.....
*Bowery, Hester street to Grand street ³⁸.....	.087	.087	.017	.191	.....

* Indicates joint ownership or operation. Detail footnotes are given for each item.

^{a1} The assessments on which these taxes are based are still in litigation.

^{a2} Consists of \$42,124.01 for the year 1911; \$24,348.96 for 1912; \$5,154.97 for 1913; \$5,879.43 for 1914.

^{a3} Consists of \$2,233.13 for the year 1911; \$1,120.81 for 1912; \$139.86 for 1913; \$137.05 for 1914.

^{a4} Consists of Third Avenue Ry. Co., \$204; Kingsbridge Ry. Co., \$102.

^{a5} Consists of the following: Fort George extension, \$1,280.51; Kingsbridge Ry. Co., \$6,856.28; tracks on 218th street, \$100.

^{a6} [Entries are made with respect to companies whose operations since January 1, 1912, result in a net deficit at June 30, 1916.]

^{a7} Joint franchise and joint operation with Dry Dock, East Broadway and Battery R. R. Co.

^{a8} Joint franchise with Second Avenue R. R. Co.; joint operation with Second Avenue R. R. Co. and Dry Dock, East Broadway and Battery R. R. Co.

^{a9} See this note on next page.

Third Avenue Railway Company
DESCRIPTION OF ROAD AND EQUIPMENT — Concluded

NAME OF ROAD OR BRANCH	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease ^a
ELECTRICALLY OPERATED SURFACE LINE, UNDERGROUND-CONTACT					
<i>Road owned by respondent under title in perpetuity</i>					
Bowery, Grand street to Third avenue.....	.666	.666	.....	1.332	.....
Third avenue, Bowery to 130th street.....	6.296	6.269	.419	12.984	.....
*Third avenue, 59th street to 60th street ³⁹.....	.....	.023	.....	.023	.....
66th street, Third avenue to Second avenue....	.....	.....	.122	⁴⁰ .122	.....
125th street, East river to First avenue.....	.109	.109	.012	.237	.....
125th street, First avenue to Manhattan street..	1.414	1.411	.012	2.837	.....
125th street, surface track at East river.....	.....	.....	.029	⁴⁰ .029	.....
*Manhattan street, 125th street to Twelfth avenue ⁴¹.....	.504	.432	.068	1.004	.....
Manhattan street, entrance tracks to car barn..	.....	.....	.034	.034	.....
Amsterdam avenue, Manhattan street to 194th street.....	3.443	3.438	.197	7.078	D.029
Total, road owned under title in perpetuity.	13.366	13.282	.992	27.640	D.029
<i>Road owned by respondent under limited term franchise</i>					
Fort George avenue, 194th street to Audubon avenue.....	.281	.281	.....	.562	.....
<i>Road of associated company (Kingsbridge Ry. Co.) operated by respondent</i>					
Broadway, 162d street to 222d street.....	3.351	3.328	.024	6.703	.....
Tenth avenue, Broadway to car barn.....	.....	.....	.030	.030	.....
Tenth avenue, Broadway to car barn (surface track).....	.....	.....	.135	.135	.....
218th street, Broadway to Ninth avenue (surface track).....	.....	.....	.120	.120	.....
Ninth avenue, 220th street to car barn (surface track).....	.....	.....	.162	⁴² .162	.....
Total, road of associated companies.....	3.351	3.328	.471	7.150	.....
<i>Road occupied under trackage rights from an associated company (Forty-second St., Manh. & St. N. Ave.)</i>					
129th street, Manhattan street to Twelfth avenue	.068	.....	.....	.068	.....
Twelfth avenue, Manhattan street to 129th street.....	.063	.051	.....	.114	.....
Total, trackage rights, associated company.	.131	.051	.....	.182	.....
<i>Road occupied under trackage rights from an independent company (New York Railways Co.)</i>					
145th street, Lenox avenue to Amsterdam avenue	.668	.668	.....	1.336	.....
145th street, Lenox avenue to crossover of Lenox avenue.....	.071	.071	.....	.142	.....
Total trackage rights independent company	.739	.739	.....	1.478	.....
Total operated.....	17.868	17.681	1.463	37.012	D.029
Whereof owned (including track owned by Kingsbridge Ry. Co.) ⁴³	16.338	16.265	1.379	33.982	D.029
Whereof maintained.....	16.628	16.594	1.392	34.614	D.029
Whereof trackage rights and joint track maintained by others.....	1.240	1.087	.071	2.398	.....

Track in car houses, shops and yards, 9.288 miles.

^a Indicates joint ownership or operation. Detail footnotes are given for each item.

³⁹ Joint franchise with Third Avenue Bridge Co.; joint operation with Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co.

⁴⁰ Track unused by respondent.

⁴¹ Joint franchise and joint operation with Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co.

⁴² Includes .102 miles of track unused by respondent.

⁴³ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.

⁴⁴ Includes .253 miles of unused track. Figures on this line were compiled by the Bureau of Statistics of this Commission.

Third Avenue Railway Company
Details of Track, Roadway, and Electric Line Construction

Items	Added during year	Removed during year	At close of year
Ballast: Miles of track laid on concrete construction...	.....	.03	34.80
Miles of track laid on native material.....	.....	.....	.30
Ties: *			
Number of wood ties, treated.....	18	.....	373
Number of wood ties, untreated.....	.....	18	330
Miles of track laid on ties.....	.....	.....	.32
Rail * (miles of track):			
9-inch girder, 122 lbs. per yard.....	.49	.....	3.69
9-inch girder, 115 lbs. per yard.....	.....	.....	0.74
9-inch girder, 109 lbs. per yard.....	.....	.49	6.55
9-inch girder, 107 lbs. per yard.....	.....	.....	6.77
9-inch girder, 106 lbs. per yard.....	.....	.....	0.13
7-inch girder, 110 lbs. per yard.....	.....	.36	2.79
7-inch girder, 104 lbs. per yard.....	2.96	.....	8.01
7-inch girder, 100 lbs. per yard.....	.....	2.63	6.42
Rail joints (miles of track):			
Bolted plates.....	.095	.563	10.029
Cast.....	.....	3.260	19.489
Electric weld.....	2.770	.....	4.154
Thermit weld.....	1.017	.088	1.427
Paving (miles of track):			
Wood block.....	.....	.....	.045
Granite block.....	3.481	.760	27.925
Asphalt, sheet.....	.....	2.750	6.914
Asphalt, block.....	.....	.....	.048
Dirt.....	.....	.....	.167
Poles: Total number.....	.....	.....	18
Whereof steel.....	.....	.....	18
Overhead construction: Miles of line.....	.....	.....	.814
Span wire construction.....	.....	.....	.241
Trough.....	.....	.....	.573
Trolley wire (miles):			
2" x 1/2" bar iron.....	.....	.....	.836
2/0 round copper.....	.....	.....	.241
Underground conduit (duct miles):			
Whereof tile.....	.....	.....	302.27
Whereof cement lined.....	.....	.....	310.057
Transmission cables (miles), underground:			
3 cond. 350,000 C. M. (voltage, 6,600).....	.....	.....	2.039
3 cond. 4/0 (voltage, 6,600).....	.....	.....	34.210
3 cond. 250,000 C. M. (voltage, 6,600).....	.....	.....	.055
3 cond. 4/0 (voltage, 15,000).....	.....	.....	44.174
Distribution cables (miles), underground (voltage, 600):			
1,000,000 C. M.....	.....	2.793	79.876
500,000 C. M.....	.....	.....	1.20
1,000,000 concentric.....	1.776	.....	1.776
Kingsbridge Railway Company underground conduit (duct miles):			
Whereof tile.....	.....	.....	115.189
Distribution cables (voltage 600) miles:			
1,000,000.....	.....	1.411	15.379
500,000.....	.....	.....	6.46

* Total cost of 18 ties at distributing point \$72.46, salvage on old ties taken up \$15.00; amount charged to operating expenses \$57.46.

* Cost of rails laid during the year (3.49 miles of track, of which .405 will be shown in 1917 report); 104-lb., \$17,320.71; 122-lb., \$3,701.33; 110-lb., \$2,240.84; various, \$1,735.03; total, \$24,997.91; less salvage on old rails, \$3,483.30; charged to operating expenses, \$21,514.61.

Third Avenue Railway Company

Cars.— Number of revenue cars in possession of respondent, 251 (closed, 46; convertible, 205), all motor; installed during year, 74; of which 1 pay car was regarded as obsolete and 73 were returned by associated companies (Dry Dock, East Broadway and Battery R. R. Co., 2; Manhattan Bridge line, 4; Union Railway Co. of N. Y. City, 56; Yonkers R. R. Co., 10; Westchester Electric R. R. Co., 1); retired during the year, 67; of which 2 were broken up, and 65 leased to associated companies (Belt Line Railway Corporation, 8; N. Y. City Interborough Ry. Co., 22; Yonkers R. R. Co., 35).

Service cars: 27 (sweepers, 12; work cars, 11; sand cars, 1; supply cars, 3); retired during year, 31, of which 20 were leased to associated companies (Belt Line Railway Corporation, 5; Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., 9; Dry Dock, East Broadway and Battery R. R. Co., 2; Union Ry. Co. of N. Y. City, 2; Westchester Electric R. R. Co., 1; Yonkers R. R. Co., 1); 10 were returned to associated companies (Belt Line Railway Corporation, 4; Dry Dock, East Broadway and Battery R. R. Co., 3; Forty-second Street, Manhattanville and St. Nicholas Avenue Ry. Co., 1; Union Ry. Co. of N. Y. City, 2) and 1 regarded as obsolete. (For details, see Table II.)

Power Plant Equipment.— See Table III.

Miscellaneous.— Number of power-houses, 1; sub-stations, 3; repair shops, 1; car houses, 5 (storage, 1; service, 4); office buildings, 1. Number of transfer points to cars of associated companies, 14; to company's own cars, 4.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Revenue, 54,279,844 fares (whereof 5-cent, 52,674,844; 3-cent, 1,311,883; 1½-cent, 293,117); transfers 9,421,293; carried free, no record. **Car Miles.**— Passenger active, 7,039,276; passenger idle, 38,051; special, 223; total revenue, 7,077,550; non-revenue, 31,609. **Car-seat Miles.**— 353,052,348. **Car Hours.**— Passenger active and idle, 882,319; special, 48. (For details of traffic statistics, see Tables V-VIII.)

Power.— See Table IV.

Accidents.— Persons killed, 10; seriously injured, 50; minor injuries, 748; total, 1,808; total amount paid for injuries and damages sustained within the year, \$68,481.90; for injuries and damages sustained in prior years, \$38,471.60. (For details of accidents, see Tables X and XI.)

Employees and Wages.— See Table XII.

Officers.— President, Frederic W. Whitridge; Vice-President and General Manager, Edward A. Maher; Secretary, Shelton E. Martin; Assistant Secretary and Assistant Treasurer, James F. Feely; Treasurer, Alfred D. Sage; Auditor, Reune Martin; General Counsel, Evarts, Choate & Sherman; Claim Agent, John W. Yensen; Assistant General Manager, Edward A. Maher, Jr.; Chief Engineer, Thomas F. Mullaney; General Superintendent, George J. Murphy; General Purchasing Agent, Charles Witzel.

Directors.— Frederic W. Whitridge, Harry Bronner, Edward M. Burghard, George W. Davison, Adrian Iselin, Jr., Edward A. Maher, John W. Platten, W. Emlen Roosevelt, Albert W. Scholle, Joseph H. Seaman, Frederick H. Shipman, Lionel F. Strauss, James A. Blair.

Main Business Office.— 2396 Third Avenue, New York City.

Report verified by Edward A. Maher, Vice-President and General Manager, September 29, 1916.

ADDENDUM

[From company's report to stockholders]

CONSOLIDATED BALANCE SHEET, THIRD AVENUE RAILWAY CO. AND CONTROLLED COMPANIES,
JUNE 30, 1916

ASSETS

Railroads and equipment.....	\$82,415,013 35
Special deposits:	
Sinking funds.....	\$69,722 37
With Comptroller, City of New York.....	83,600 00
With State Industrial Commission.....	92,411 50
Other.....	2,104 29
	<hr/>
	247,838 16

888 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Third Avenue Railway Company CONSOLIDATED BALANCE SHEET — *Concluded*

ASSETS—*Concluded*

Current assets:

Cash — general.....	*\$2,023,774 39	
Cash on deposit for matured interest.....	630,100 00	
Cash and securities — fund for depreciation and contingencies.....	2,043,960 84	
Cash and securities — investment fund.....	249,471 16	
Accounts receivable.....	191,759 43	
Materials and supplies.....	462,028 87	
		<u>5,601,092 69</u>

Deferred debit items:

Construction in progress.....	\$37,771 37	
Insurance premiums and rents — unexpired proportion..	74,727 05	
Unamortized debt discount and expense.....	1,288,648 45	
Miscellaneous.....	72,692 32	
		<u>1,473,839 19</u>

Total.....		<u><u>\$89,737,783 39</u></u>
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LIABILITIES

Capital stock:

Third Avenue Railway Co., stock.....	\$16,590,000 00	
Stocks of controlled companies in hands of public.....	589,600 00	
		<u>\$17,179,600 00</u>

Funded debt:

Third Avenue Railway Co., bonds.....	\$49,526,500 00	
Bonds of controlled companies in hands of public.....	7,079,000 00	
		<u>56,605,500 00</u>

Notes payable:

Issued for purchase of securities.....		83,333 33
--	--	-----------

Current liabilities:

Accounts payable.....	\$234,451 31	
Due employees — for wages and deposits.....	65,881 92	
Interest matured and unpaid.....	630,000 00	
Interest accrued, not due.....	670,614 82	
Taxes accrued.....	412,142 73	
		<u>2,013,090 78</u>

Reserves:

For adjustments, depreciation and contingencies and sinking fund.....	\$11,223,509 81	
Excess of par value over cost of controlled companies' securities owned; less net deficits of those companies, relating prior to acquisition — deduct.....	105,092 11	
		<u>11,118,417 70</u>

Surplus:

Balance at July 1, 1915.....	\$2,402,849 93	
Less profit and loss charges, net.....	\$158,380 96	
Dividends.....	497,700 00	
	<u>656,080 96</u>	
	\$1,746,768 97	
Net income for the year ended June 30, 1916.....	991,072 61	
		<u>2,737,841 58</u>

Total.....		<u><u>\$89,737,783 39</u></u>
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NOTES:

No interest has been accrued on the certificates of indebtedness of the Dry Dock, East Broadway and Battery R. R. Company since February 2, 1908.

No reserve is provided for unsettled injury and damage claims.

* Exclusive of the cash set aside to meet dividend, payable July 1, 1916.

Third Avenue Railway Company

CONSOLIDATED STATEMENT OF INCOME, THIRD AVENUE RAILWAY CO. AND CONTROLLED COMPANIES, YEARS ENDED JUNE 30, 1916 AND 1915

Operating revenue:	1916	1915	Increase or (D) decrease
Transportation.....	\$10,837,076 39	\$10,565,027 51	\$272,048 88
Advertising.....	80,000 00	95,250 00	D 15,250 00
Rent of equipment.....	18,386 08	16,470 76	1,915 32
Rent of tracks and terminals.....	73,210 49	73,441 38	D 230 89
Rent of buildings and other property..	85,802 28	84,710 67	1,091 61
Sale of power.....	41,894 94	50,959 07	D 9,064 13
Total operating revenue.....	\$11,136,370 18	\$10,885,859 39	\$250,510 79
Operating expenses:			
Maintenance of way and structures...	\$1,090,700 85	\$925,973 89	\$164,726 96
Maintenance of equipment.....	599,549 69	678,573 99	D 79,024 30
Depreciation accruals.....	¹ 294,271 00	562,958 80	D 268,687 80
Power supply.....	731,597 89	779,458 58	D 47,860 69
Operation of cars.....	2,923,776 76	2,914,525 27	9,251 49
Injuries to persons and property.....	659,197 13	602,798 41	56,398 72
General and miscellaneous expenses...	509,100 73	511,890 41	D 2,789 68
Total operating expenses.....	\$6,808,194 05	\$6,976,179 35	D \$167,985 30
Net operating revenue.....	\$4,328,176 13	\$3,909,680 04	\$418,496 09
Taxes.....	848,122 03	731,034 57	117,087 46
Operating income.....	\$3,480,054 10	\$3,178,645 47	\$301,408 63
Interest revenue.....	157,870 15	81,127 90	76,742 25
Gross income.....	\$3,637,924 25	\$3,259,773 37	\$378,150 88
Deductions from gross income:			
Interest on funded debt.....	\$2,531,152 00	\$2,473,680 00	\$57,472 00
Interest on notes.....	6,196 92	9,304 01	D 3,107 09
Rent deductions.....	28,367 80	30,048 86	D 1,681 06
Amortization reserves.....	24,457 65	11,725 78	12,731 87
Sinking fund accruals.....	33,480 00	30,000 00	3,480 00
Miscellaneous.....	23,197 27	10,971 82	12,225 45
Total deductions.....	\$2,646,851 64	\$2,565,730 47	\$81,121 17
Net income.....	² \$991,072 61	\$694,042 90	\$297,029 71

THIRTY-FOURTH STREET CROSSTOWN RAILWAY COMPANY

LESSOR

History.^{*}— Incorporated [March 18, 1896] as a consolidation of the Thirty-fourth Street Railroad Company and the Thirty-fourth Street Ferry & Eleventh Avenue Railroad Company, both of which companies were organized pursuant to an act of May 6, 1884, entitled "An act to provide for the construction of street surface railroads, etc." By an agreement dated December 21, 1896, the right to operate over the tracks of this company was granted to the Metropolitan Street Railway Company, for a term of 1,000 years. The latter company was succeeded by the New York Railways Company, the present operator of the property.

[The New York Railways Company owns all of this company's capital stock, \$1,000,000, acquired through foreclosure and purchase of Metropolitan Street Ry. Co.]

¹ No additions have been made to the depreciation reserve since December 31, 1915.

² Interest on certificates of indebtedness of the Dry Dock, East Broadway and Battery Railroad Company has not been included in the accounts since February 2, 1908.

^{*} [Data in brackets from documents on file with the Commission.]

Thirty-fourth Street Crosstown Railway Company

[Terms of Agreement.— The principal provisions of the agreement on file with the Commission are as follows: The Metropolitan Street Railway Company agrees (1) to pay the principal and interest of the first mortgage bonds of this company, (2) to maintain and keep in repair the tracks belonging to this company and the pavement between and about the same, (3) to remove snow and ice from the tracks, (4) to construct at its own expense switches, connection and turnouts necessary for the operation of the road and (5) to employ at its own expense necessary switchmen and flagmen. This company agrees on the other hand (1) to operate not more than 3 cars daily over its tracks, in the event of its desire to operate; (2) not to charge any less rate of fare than 5 cents per passenger for transportation in its cars.]

Stockholders and Members.— Total voting power of all members of the company, 10,000, each holder of \$100 par value of capital stock having one vote; total number of stockholders, 11, all of whom resided in New York State. Total votes cast at the last general meeting, October 5, 1915, 9,999, of which H. H. Vreeland and H. M. Fisher, each cast 1 vote on behalf of himself, and as joint proxies, 9,991 on behalf of corporate members and 6 on behalf of individual members.

Important Changes during the Year.— None. No additional rights or franchises were acquired.

BALANCE SHEET ²

ASSETS SIDE

June 30, 1915	Fixed street railway capital, Dec. 31, 1908: ³	June 30, 1916
\$22,517 20	Engineering and superintendence.....	\$22,517 20
2,811 82	Right of way.....	2,811 82
298,293 49	Track and roadway construction.....	298,293 49
141,710 96	Electric line construction.....	141,710 96
523,162 00	Electric equipment of cars.....	523,162 00
5,844 30	Organization.....	5,844 30
82,080 64	Interest and discount.....	82,080 64
4,388 39	Miscellaneous.....	4,388 39
2,000,000 00	Purchase of constructed road.....	2,000,000 00
<u>\$3,080,808 80</u>	Total.....	<u>\$3,080,808 80</u>

LIABILITIES SIDE

\$1,000,000 00	Capital stock.....	\$1,000,000 00
1,000,000 00	Funded debt.....	1,000,000 00
1,080,808 80	Expended by lessee for additions and betterments ⁴	1,080,808 80
<u>\$3,080,808 80</u>	Total.....	<u>\$3,080,808 80</u>

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— Valuation as of June 30, 1915, filed by respondent: Real property in streets — tangible, \$237,859; same less depreciation, \$163,124. Assessed valuation for 1916 taxes: Manhattan Borough — Real property (tangible and intangible) in streets, \$236,220.

Funded Debt.— One-hundred-year first mortgage bonds of April 1, 1896; 5 per cent, payable April and October; authorized and issued, \$1,000,000; cash value of property acquired, \$1,000,000, ⁵ net amount outstanding, \$1,000,000; interest accrued, \$50,000 assumed and paid by New York Railways Co. direct to bondholders. Trustee, Central Trust Co. of New York.

Capital Stock.— Authorized, 10,000 shares of \$100 par value each; amount issued, 10,000 shares; cash realized, none ⁶; actually outstanding, \$1,000,000; none held by or on behalf of respondent; no dividends declared or paid during the year.

Income Statement.— Rent accrued from lease of road, \$50,000; interest accrued on funded debt, \$50,000; net corporate income or loss, none.

² [The figures in this balance sheet are the same as given in the company's 1908 report to the Commission, in which it states that no entries have been made in its accounts since June 30, 1906.]

³ [Details taken from report as of June 30, 1909.]

⁴ "No liability for repayment of the amount expended is recognized by the Thirty-fourth Street Crosstown Railway Company."

⁵ [Issued for "purchase of constructed road."— From 1913 report.]

⁶ "Exchanged for stock of the consolidating companies."

Thirty-fourth Street Crosstown Railway Company

Rent Accrued for Lease of Road.— Interest on \$1,000,000, 5 per cent first mortgage bonds, \$50,000, paid direct to bondholders by the New York Railways Co. (See schedule, Terms of lease.)

Description of Road.— The road owned is as follows: On 34th street from Lexington avenue to Sixth avenue (double track), .493 miles; from 147 feet west of Tenth avenue to Twelfth avenue (double track), .331 miles, and crossover, .012 miles; total tracks, 1.661 miles.

Officers.— President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary and Assistant Treasurer, H. M. Fisher; Treasurer and Assistant Secretary, J. H. Campbell; Auditor, E. F. J. Gaynor; General Counsel, Richard Reid Rogers.

Directors.— J. H. Campbell, H. M. Fisher, E. F. J. Gaynor, W. Leon Pepperman, D. W. Ross, Geo. W. Young, H. H. Vreeland, B. L. Pepperman, Charles E. Dunlop.

Main Business Office.— 165 Broadway, New York City.

Report verified by H. H. Vreeland, President, September 29, 1916.

TWENTY-THIRD STREET RAILWAY COMPANY

LESSOR

*History.*¹— Incorporated June 29, 1872, for 1,000 years, under the General Railroad Law of 1850. Operation was begun about December, 1872. On January 10, 1876, this company leased the property of the Bleecker Street and Fulton Ferry Railroad Company for 99 years, and on April 25, 1893, leased all its property and leasehold rights to the Houston, West Street and Pavonia Ferry Railroad Company for the unexpired term of its charter and extensions thereof. [On November 29, 1893,] the Houston, West Street and Pavonia Ferry Railroad Co. was consolidated into the Metropolitan Street Railway Company, which was succeeded Jan. 1, 1912, by the New York Railways Company, the present operator of this company's property.

This company is controlled by the New York Railways Company which holds 5,062 out of 6,000 shares of capital stock outstanding.

[*Terms of Lease.*— The principal provisions of the lease on file with the Commission are as follows: The lessee agrees (1) to assume all debts, leases, and other obligations of lessor, of every description and to receive all benefits accruing from leases or agreements with lessor; (2) to pay an annual rental of \$108,000 equal to 18 per cent of the par value of lessor's capital stock; (3) to pay an amount, not to exceed \$1,500 per annum, towards the maintenance of lessor's corporate organization; (4) to pay all taxes, assessments, water-rents, and other charges which may be imposed upon the property; (5) to maintain, operate and keep the property in good working order, at its own expense; (6) to replace property destroyed by fire or other cause; (7) at expiration or earlier termination of the lease, to return all the property in good condition, except that which has passed from existence by death or destruction, in which cases substitutes of equal value shall be delivered, together with the additions and increments to the property, (8) in case of default in rental payments or of failure to comply with the provisions of the lease for 6 months, the lessor may re-enter and take possession of the property without impairing its right for damages from lessee.]

Stockholders and Members.— Total voting powers of all members of the company at April 20, 1916, 6,000, each holder of \$100 par value of capital stock having one vote; total number of members, 34, all resident in New York state. At the last general meeting held June 19, 1916, H. H. Vreeland, W. Leon Pepperman and H. M. Fisher, joint proxies, cast 3 votes for themselves, 5,062 for corporate members, and 94 for individual members.

Important Changes during the Year.— Note of Stuyvesant Real Estate Co., dated January 30, 1914, for \$25,000, at 5 per cent per annum, secured by mortgage on property at First avenue and 34th street, was paid on February 2, 1916. Improvement and refunding mortgage bonds of a par value of \$2,000 were reacquired for the sinking fund at a cost of \$1,912.07.

BALANCE SHEET			
ASSETS SIDE			
June 30, 1915		June 30, 1916	Increase or (D) decrease
\$2,193 24	Cash.....	\$2,896 55	\$703 31
1,182 42	Sinking funds uninvested.....	1,848 96	666 54
11,331 44	Other special deposits ²	38,836 51	27,505 07
514 11	Interest and dividends receivable.....		D 514 11
31,926 12	Miscellaneous investments.....	8,838 19	D 23,087 93

¹ See Documentary History, in Annual Report, 1913, vol. V, page 1333.

² Balance of cash received from sale of real estate.

³ Represents the cost of \$9,000 Improvement and refunding mortgage bonds reacquired by respondent.

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Twenty-third Street Railway Company				
BALANCE SHEET— <i>Concluded</i>				
June 30, 1915	ASSETS SIDE— <i>Concluded</i>		June 30, 1916	Increase or (D) decrease
" Fixed Capital, Dec. 31, 1908 ":				
\$262,383 55	Street railway land.....	\$262,383 55	.....
2,263,681 12	Tangible street railway capital.....	2,263,681 12	.....
<u>\$2,573,212 00</u>	Total.....	<u>\$2,578,484 88</u>		<u>\$5,272 88</u>
LIABILITIES SIDE				
\$1,900,000 00	Funded debt.....	\$1,900,000 00	.....
8,108 54	Sinking fund reserve.....	10,687 15		\$2,578 61
600,000 00	Capital stock.....	600,000 00	.....
65,103 46	Corporate surplus.....	67,797 73		2,694 27
<u>\$2,573,212 00</u>	Total.....	<u>\$2,578,484 88</u>		<u>\$5,272 88</u>
Valuation of Property for Purposes of Taxation				
Valuation as of June 30, 1915, filed by respondent:		Gross value	Same, less depreciation	
Real property outside streets and public places.....		\$80,232	\$46,550	
Real property in streets — tangible.....		1,174,384	689,509	
Assessed valuation for 1916 taxes:				
Real property outside streets and public places.....			Borough of Manhattan	
Real property (tangible and intangible) in streets.....			\$21,300	
			1,084,380	

Securities				
Particulars of Stock and Funded Debt	Common stock	First mortgage bonds ⁴	Improvement and refunding mortgage bonds	Debentures ⁴
Nominal date of issue.....	_____	May 1, 1873	Jan. 1, 1912	Jan. 1, 1886
Date of maturity.....	_____	Jan. 1, 1909	Jan. 1, 1962	Jan. 1, 1906
Interest, rate and dates....	_____	6%, Jan. & July	5%, Jan. & July	5%, Jan. & July
Denominations.....	1 share = \$100	\$1,000	\$1,000	\$1,000
Authorized by company...	\$600,000	250,000	1,500,000	150,000
By public authority...	600,000	250,000	1,500,000	150,000
Actually issued, prior to year.....	600,000	250,000	1,500,000	150,000
Cash realized.....	Unknown	Unknown ⁶		Unknown
Property and services consideration				
Reacquired and held in sinking fund.....			⁶ [9,000]	
Actually outstanding.....	600,000	250,000	1,500,000	150,000
Interest accrued and dividends declared.....	⁷ 108,000		⁷ 75,000	
Interest charged to income.	_____		⁷ 75,000	
Interest and dividends paid	⁷ 108,000		⁷ 75,000	
Trustees under mortgages.	_____	Guaranty Trust Co.	Bankers Trust Co.	_____

⁴ " The validity of the \$250,000 first mortgage bonds and \$150,000 of debentures was disputed and suit is pending in the United States courts to have the first mortgage bonds and debentures cancelled."

⁵ [Issued in adjustment of a controversy with the Metropolitan Street Railway Co. under the terms of which adjustment the note of this company for \$2,204,929.92, claimed to have been expended by the Metropolitan Street Railway Co. in making improvements to this company's railway and change of its motor power, was cancelled. — From company's 1914 annual report.]

⁶ [As indicated in sinking fund reserve.]

⁷ Paid direct to security holders by New York Railways Co., lessee.

⁸ Includes interest on reacquired bonds in sinking fund.

Twenty-third Street Railway Company

Reserves.— Reserve for sinking fund: Balance at beginning of year, \$8,108.54; payments to trustee by New York Railways Co., \$2,205.70; interest on improvement and refunding 5 per cent mortgage bonds (on \$5,000, six months to June 30, 1915, \$125; on \$2,000, Jan. 5 to June 30, 1915, \$48 88; on \$7,000, six months to December 31, 1915, \$175; on \$1,000, July 8 to December 31, 1915, \$24.03), \$372.91; balance at close of year, \$10,687.15.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Rent accrued from lease of road and equipment.....	\$188,705 70	.....
Interest revenues.....	1,455 47	D \$2,645 21
Total non-operating revenues.....	\$188,161 17	D \$2,645 21
Non-operating revenue deductions.....	261 20	D 42,207 21
Gross income applicable to corporate and leased properties.....	\$187,899 97	\$39,562 00
Deductions from income: Interest on funded debt, * \$75,000; sinking fund accruals, \$2,205.70.....	77,205 70	D 2,265 00
Net corporate income.....	\$110,694 27	\$41,827 00
Surplus, June 30, 1915.....	10 83,103 46	
Total.....	\$193,797 73	
Dividends declared (18 per cent on \$600,000 capital stock)....	108,000 00	
Surplus, June 30, 1916.....	10 \$85,797 73	

Rent Accrued from Lease of Road and Equipment.— For lease of all of respondent's property to New York Railways Co.: Dividend of 18 per cent on \$600,000 capital stock (paid direct to stockholders), \$108,000; interest on improvement and refunding mortgage bonds (paid direct to bondholders), \$75,000; allowance for corporate expenses, \$1,500; sinking fund contribution (paid direct to trustee), \$2,205.70; total, \$186,705.70.

Description of Road and Equipment.— Electric: On 23d street, East river to Lexington avenue, double track, 1.251 miles of single track; on 23d street, Lexington avenue to 100 feet e. o. l. Fifth avenue, double track,^a .271 miles of single track; on 23d street, 100 feet e. o. l. Fifth avenue to North river, double track, 2.409 miles of single track; total, 3.932 miles. Horse: On 28th and 29th streets, First to Second avenue, .284 miles of single track. Track in car-houses, yards, etc.: East of First avenue, between 33d and 34th streets, .107 miles, 23d street and Eleventh avenue, slotted, .585 miles, total, .692 miles of single track.

Officers.— President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary, H. M. Fisher; Assistant Secretary, A. C. Wigren; Treasurer, J. H. Campbell; Auditor, E. F. J. Gaynor; General Counsel, R. R. Rogers; General Attorney, J. L. Quackenbush.

Directors.— W. Leon Pepperman, Frank Hedley, J. H. Campbell, H. M. Fisher, E. F. J. Gaynor, D. W. Ross, E. E. Starboard, H. H. Vreeland, Charles E. Warren.

Main Business Office.— 165 Broadway, New York City.

Report verified by H. H. Vreeland, President, October 2, 1916.

^a Includes interest on reacquired bonds in sinking fund.

^b Represents respondent's portion (one-half) of track jointly owned with Broadway & Seventh Avenue Railroad Co.

^c The difference of \$18,000 between this amount and that shown in the balance sheet is due to the failure of the company to set up in its accounts the dividend receivable as rent revenue for the period from May 1 to June 30, 1915 and 1916.

UNION RAILWAY COMPANY OF NEW YORK CITY

History.—Incorporated, April 20, 1892, under chapter 340, Laws of 1892, as a consolidated company, comprising the Harlem Bridge, Morrisania and Fordham Railway Company [operation commenced 1864],¹ the Melrose and West Morrisania Railroad Company, and the North Third Avenue and Fleetwood Park Railroad Company. [On May 31, 1908, Frederick W. Whitridge was appointed receiver. The property was returned to the company on May 1, 1912, and the receiver was discharged on February 25, 1913. In January, 1899, control of respondent through acquisition of its capital stock was obtained by Third Avenue Railroad Company]² which was succeeded, January 1, 1912, pursuant to a plan of reorganization, by Third Avenue Railway Company.

Respondent controls the Bronx Traction Company through ownership of capital stock, and operates over its tracks under an agreement which is equivalent to a lease.

Stockholders and Members.—Total voting powers of all members, 20,000, each holder of \$100 par value having one vote. On June 30, 1916 there were 10 members of the company, all residents of New York State. Of the stock of this company, 19,991 shares³ are held by the Central Trust Company of New York, as trustees under the first refunding mortgage of Third Avenue Railway Company. Certificates stand in name of trustee, which issues proxies to nominees of Third Avenue Railway Company. At the last general meeting, January 10, 1916, E. A. Maher cast 19,991 votes in behalf of corporate members, 7 in behalf of individual members, and 1 in behalf of himself.

Important Changes during the Year.—An extension was put into operation on April 5, 1916, from 134th street and Willis avenue to junction of Manhattan street, Twelfth avenue and 129th street, 2.55 miles; on June 23, 1916, from intersection of northerly and easterly approaches to Willis avenue bridge, over said easterly approach, to Southern boulevard, 0.15 miles.

Tracks removed: Special work from Third avenue bridge approach, east of Lexington avenue, and crossover north of 128th street loop; 0.021 miles second track, and 0.021 sidings and turnouts. Turnout end from West Farms road (Walker avenue), at Bronx street, 0.011 miles. Connecting curves from Jerome avenue and Fordham road, 0.021 miles. Two branch-off curves from 138th street and Third avenue, and one from 138th street and Park avenue, 0.084 miles.

New track: From 134th street and Willis avenue along approaches, including easterly approach from Southern boulevard, over Willis avenue bridge to 125th street and First avenue, 0.66 miles of first track, 0.66 miles of second track, and 0.01 miles of sidings and turnouts. Crossover installed on White Plains road, south of 229th street, 0.012 miles of sidings and turnouts. Tracks and special work re-aligned in Fordham road, from Sedgwick avenue to Harlem river terrace, making an increase of 0.121 miles of sidings and turnouts.

Lease of store at No. 898 McLean avenue, Yonkers, for use as waiting room, for one year from December 1, 1915, with privilege of renewal for two years, at a rental of \$30 per month.

Five shares of New York City gold exempt corporate stock, acquired in August, 1915, deposited with Comptroller, City of New York (in substitution for one Yonkers Railroad Company 5 per cent fifty year gold bond, par value \$1,000, deposited December 10, 1909), under terms of consent of Board of Estimate and Apportionment to Union Railway Company, covering the maintenance and operation of a siding or turnout on Broadway, near 242d street.

Franchise contract with City of New York, dated September 9, 1915, amended April 3, 1916, granting additional franchise routes: Double track on East 136th street, from Lincoln avenue to Third avenue; double track on Willis avenue bridge from Willis avenue and 134th street, on 125th street to Manhattan street, and on Manhattan street to 129th street; single track on Manhattan street, from 129th street to Twelfth avenue; double track on Twelfth avenue to 129th street; single track on 129th street to Manhattan street, there connecting with eastbound track; double track from intersection of northerly and easterly approaches of Willis avenue bridge over said easterly approach to Southern boulevard. Consideration for this additional franchise: \$1,000 in cash, and 3 per cent of gross receipts annually during first term of five years, to be not less than \$3,875 per annum, and an increased rate during each succeeding term of five years; for use of Willis avenue bridge and approaches, \$2,500 per annum during term expiring August 2, 1916, and increasing thereafter.

Agreements, dated September 9, 1915, with Third Avenue Railway Company for use of its tracks on 125th street from First avenue to Manhattan street, and with Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company for use of its tracks on Manhattan street, Twelfth avenue and 129th street.

¹ From documents on file with the Commission. See also, Documentary History, in Annual Report, 1913, vol. V, pp. 1344-70 and chart No. 2.

² In its 1916 annual report, the Third Avenue Railway Company reports the ownership of 20,000 shares.

ABSTRACTS OF RETURNS OF COMMON CARRIERS 895

Union Railway Company of New York City BALANCE SHEET

June 30, 1915		ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$47,523 91	Cash.....		\$86,608 02	\$39,084 11
122,239 91	Special deposits.....		124,125 10	1,885 19
13,412 73	Accounts receivable.....		14,131 91	719 18
196,495 92	Interest and dividends receivable.....		220,193 63	23,697 71
109,575 94	Materials and supplies.....		110,319 34	743 40
	Miscellaneous investments:			
75,728 75	Stocks of associated companies.....		75,728 75	
301 00	Funded debt of associated companies....		301 00	
1,308,300 65	Advances to associated companies.....		1,191,530 87	D 116,769 78
48,500 00	Other miscellaneous investments.....		49,000 00	500 00
7,935,130 37	" Fixed Capital, Dec. 31, 1908 ".....		7,851,934 92	D 83,195 45
	Fixed capital installed since 1908:			
32,473 90	Street railway land.....		32,826 56	352 66
44,511 91	Intangible street railway capital.....		49,773 97	5,262 06
1,515,881 06	Tangible street railway capital.....		1,708,907 57	191,026 51
9,527,997 24	Total fixed capital — gross.....		9,641,443 02	113,445 78
364,140 00	Less accrued amortisation.....		416,160 00	52,020 00
9,163,857 24	Total fixed capital — net.....		9,225,283 02	61,425 78
4,419 92	Construction in process.....		1,068 68	D 3,351 24
173,553 69	Advances to associated companies.....		283,986 42	110,432 73
20,447 01	Prepayments.....		24,966 91	4,519 90
3,632 80	Suspense.....			D 3,632 80
\$11,287,989 47	Total.....		\$11,407,243 65	\$119,254 18
		LIABILITIES SIDE		
\$122,441 20	Taxes accrued.....		\$131,011 60	\$8,570 40
438,564 72	Working advances due associated companies		466,697 78	28,133 06
50,988 44	Miscellaneous accounts payable.....		32,005 04	D 18,983 40
42,166 67	Interest accrued on funded debt.....		42,191 67	25 00
817,277 76	Interest accrued on unfunded debt.....		774,769 06	D 42,508 70
13,996 26	Due for wages and salaries.....		19,001 64	5,005 38
21,078 27	Other unfunded debt.....		20,749 82	D 328 45
2,000,000 00	Mortgage bonds.....		2,000,000 00	
4,715,064 39	Construction advances due associated com- panies.....		4,715,064 39	
	Sinking fund reserve.....		2,983 00	2,983 00
2,000,000 00	Common stock.....		2,000,000 00	
1,066,411 76	Corporate surplus.....		1,202,769 65	136,357 89
\$11,287,989 47	Total.....		\$11,407,243 65	\$119,254 18

Contingent Liabilities

For the guarantee of principal and interest on bonds:

	Principal	Rate of interest	Date of issue	Date of maturity
Yonkers Railroad Co.....	\$1,000,000	5%	April 1, 1896	April 1, 1946
Westchester Electric R. R. Co.....	500,000	5%	July 1, 1893	July 1, 1943
Southern Boulevard R. R. Co.....	250,000	5%	July 1, 1895	July 1, 1945

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:			Same, less depreciation
Real property outside streets and public places:		Gross value	
Bronx.....	}	\$972,292	{ \$760,457 19,565
Pelham.....			
Real property in streets — tangible:			
Bronx.....	}	2,893,877	{ 1,478,323 322,864
Manhattan.....			
Tangible personal property — Bronx.....		1,182,387	753,976

* Re-aligning tracks on Jerome avenue, Tremont street to Kingsbridge, \$11.31; Third avenue bridge connecting line, \$210.80; equipping doors with opening device, \$535.35; double tracking Fordham and Schuyler road, Westchester square to Eastern boulevard, \$311.22.

Union Railway Company of New York City

Valuation of Property for Purposes of Taxation — (Concluded)

Assessed valuation for 1916 taxes:	
Real property outside streets and public places:	Amount
Bronx.....	\$850,000
Pelham, Town of.....	18,000
Real property (tangible and intangible) in streets:	
Bronx.....	3,588,000
Manhattan.....	279,000
Tangible personal property — Bronx.....	5,000

DETAILS OF ASSETS AND DEBIT BALANCES

“ Fixed Capital, December 31, 1908 ”

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1916
Engineering and superintendence.....	\$229,352 13	.....	\$229,352 13
Right of way.....	48,198 23	.....	48,198 23
Real estate used in operation of road.....	55,520 70	.....	55,520 70
Track and roadway construction.....	1,719,059 96	\$67,903 53	1,651,153 43
Electric line construction.....	647,509 86	10,279 92	637,229 94
Buildings and fixtures used in operation of road.	341,238 85	.....	341,238 85
Power plant equipment.....	180,760 09	.....	180,760 09
Shop tools and machinery.....	27,249 77	.....	27,249 77
Cars.....	1,124,126 95	3,112 00	1,121,014 95
Electric equipment of cars.....	279,732 19	1,900 00	277,832 19
Miscellaneous equipment.....	32,439 24	.....	32,439 24
Cost of construction of road.....	3,139,206 23	.....	3,139,206 23
Interest and discount.....	70,082 05	.....	70,082 05
Miscellaneous.....	40,654 12	.....	40,654 12
Total.....	\$7,935,130 37	\$83,195 45	\$7,851,934 92

Details of Capital Withdrawn (estimated costs).— “ Fixed Capital, Dec. 31, 1908: ” From White Plains avenue, Gun Hill road to 233d street, 12,583 feet single track, 9-inch trilby rail, \$29,646.73; 12,762 square yards asphalt block paving, \$31,905; 888 square yards sheet asphalt paving, \$1,998. Special work removed: From Third avenue bridge approach, 130th street, east of Lexington avenue, one single track branch-off, \$625; one single track crossing, \$475; one-half crossover, \$600. From Third avenue bridge approach, north of 128th street loop, one crossover, \$1,050. From Third avenue and 138th street, two single track branch-off curves, \$1,050. From West Farms road (Walker avenue) at Bronx street, one turnout end, \$525. From Third avenue, north of 170th street, 48 feet of single track, replaced by crossover, \$28.80. Iron center poles removed on account of erection of elevated structures: 228 from Jerome avenue, 168th street to Woodlawn gate; 2 at 167th street and River avenue; 120 from White Plains avenue, Allerton avenue to 233d street; 2 at Gun Hill road and White Plains avenue; total 352 poles, \$10,279.92. Two flat cars broken up, \$3,000; eight fare boxes sold, \$112; four G. E. 1,000 motors sold, \$1,900. Total \$83,195.45; recovered from salvage, \$13,152.34; net charge to surplus, \$70,043.11.

Fixed Capital Installed since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Street railway franchises.....	\$1,050 00	.....	.....	\$24,767 32
Other intangible street railway capital...	4,212 06	.....	.....	25,006 65
Right of way.....	328 28	.....	.....	4,988 37
Other street railway land.....	24 38	.....	.....	27,838 19
Grading.....	772 20	.....	.....	1,974 82
Ties.....	4,054 51	\$3,019 92	\$80 00	36,555 86
Rails, rail fastenings and joints.....	11,491 26	19,077 01	12 27	120,507 05
Special work.....	11,646 09	.....	3,361 00	102,977 20
Underground construction.....	691 08	.....	.....	1,073 16
Track laying and surfacing.....	11,010 61	7,549 80	1,287 87	100,786 95

¹ Expense of printing and advertising hearing in connection with franchise for Willis avenue bridge extension.
² Including debit adjustment, \$61.63.

Union Railway Company of New York City
Fixed Capital Installed since December 31, 1908—Concluded

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Paving.....	\$43,102 55	\$33,903 00	\$42 00	\$151,445 92
Roadway tools.....				9,520 55
Poles and fixtures.....	8,825 02			46,469 88
Underground conduits.....	622 23			50,948 23
Transmission system.....	769 37			181,459 12
Distribution system.....	6,466 67		903 00	115,224 46
Sub-station buildings.....				42,574 29
General office buildings and fixtures..				231 29
Shops and car-houses.....				43,740 44
Stations, waiting rooms and miscel- laneous buildings.....				13,169 23
Sub-station equipment.....				89,577 56
Shop equipment.....				898 88
Revenue cars.....				146,889 45
Electric equipment of cars.....				32,138 04
Other rail equipment.....	178 00			29,009 56
Miscellaneous equipment.....	1,900 00		175 00	29,644 18
Engineering and superintendence.....	1,444 87			2,947 41
Miscellaneous construction expenditures.	30,363 46			57,053 10
Total.....	\$138,952 64	\$63,549 73	\$5,861 14	\$1,789,508 10

Details of Expenditures for Improvements

Replacing 9-inch trilby rail on untreated ties with 7-inch girder rail on creosote ties; replacing asphalt and block and sheet asphalt paving with granite block and asphalt block paving; relocating tracks to 10-foot centers on account of erection of elevated structure—White Plains avenue, Gun Hill road to 233d street.....	\$71,018 44
Installing granite block and asphalt block paving; making repairs.....	\$3,538 02
Construction of double track overhead trolley road, from existing tracks on Willis avenue, along Willis avenue, Willis avenue bridge and its approaches, to 125th street and First avenue; from existing tracks on Southern boulevard to connect with above tracks on the Bronx approach to the bridge; including necessary changes in bridge structure and connections with slot tracks on 125th street...	111,098 46
Installing granite block paving in railroad area—Westchester avenue, from Southern boulevard to Bronx river.....	14,387 19
Construction of four splicing chambers and re-arrangement of D. C. cables—Melrose avenue viaduct.....	\$1,159 74
Installing one "Mack" automobile truck.....	1,900 00
Minor projects.....	448 87
Adjustment, installation of crossover, Third avenue north of 170th street, credited to fixed capital and charged to operating expenses.....	42 00
Total expenditures for improvements during year.....	\$263,592 72

Equipment Retired during the Year.—Cars: Returned to Third Avenue Railway Co., 55 closed passenger cars, one single truck convertible passenger car; leased to New York, Westchester and Connecticut Traction Co., five closed passenger cars, one sweeper; leased to Dry Dock, East Broadway and Battery R. R. Co., one sand car; leased to Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Co., two sweepers; leased to Westchester Electric R. R. Co., one sweeper; returned to New York City Interborough Railway Co., six sweepers; two work cars broken up, cost \$3,000, charged to surplus; two double motor car-equipments retired, cost \$1,900; charged to other companies, \$240; charged to surplus, \$1,660. Six fare registers,

⁶ Including debit adjustment, \$8.31.

⁷ Including credit adjustment, \$69.94.

⁸ Of which \$2,635.68 was charged to fixed capital and \$795.61 to operating expenses.

⁹ Of which \$907 was charged to fixed capital and \$252.74 to operating expenses.

¹⁰ Of which \$202,502.37 was charged to fixed capital and \$1,090.35 to operating expenses.

Union Railway Company of New York City

cost \$84; charged to other companies, \$45; charged to surplus, \$39. One horse, cost \$175; charged to other companies, \$60; charged to surplus, \$115.

Miscellaneous Investments

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
<i>Bound</i>				
New York City corporate stock, 4, 4½ and 4¾ per cent, maturing 1956 to 1964.....	\$49,000 00	\$49,000 00	\$49,000 00	\$2,027 27
<i>Free</i>				
Bronx Traction Co., stock.....	58,100 00	75,728 75	75,728 75	.....
Yonkers Railroad Co., bonds.....	8,000 00	301 00	301 00	400 00
Bronx Traction Co., advances.....	394,041 85	394,041 85	394,041 85	.....
Demand notes, 4 per cent:				
Southern Boulevard R. R. Co.....	50,108 01	50,108 01	50,108 01	2,004 00
Westchester Electric R. R. Co.....	491,402 99	491,402 99	491,402 99	19,656 12
Yonkers R. R. Co.....	74,339 85	74,339 85	74,339 85	2,973 60
Bronx Traction Co.....	181,638 17	181,638 17	181,638 17	.....
Total.....	\$1,806,630 87	\$1,316,560 62	\$1,316,560 62	\$27,060 99

Advances to Associated Companies.— Receiver, Dry Dock, East Broadway and Battery R. R. Co., \$175.75; Southern Boulevard R. R. Co., \$39,608.58; Westchester Electric R. R. Co., \$85,518.38; Yonkers R. R. Co., \$69,181.54; New York, Westchester and Connecticut Traction Co \$52,304.15; New York City Interborough Railway Co., \$11,300.85; Pelham Park and City Island R. R. Co., \$23,193.64; Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Co \$960.20; Belt Line Railway Corporation, \$586.26; Mid-Crosstown Railway Co., Inc., \$1,157.07. total, \$283,986.42; no interest accrued or paid.

Special Deposits.— Coupon special deposits, \$525; interest and taxes, \$120,258.60; held by American Surety Co., \$1,000; deposited with State Industrial Commission, \$2,341.50; total, \$124,125.10.

Materials and Supplies.— Roadway and track material, \$56,932.08; car repairs, overhead, etc. \$53,387.26; total, \$110,319.34.

Prepayments.— Taxes, \$18,200.68; insurance, \$6,651.23; rents, \$115; total, \$24,966.91.

DETAILS OF LIABILITIES AND CREDIT BALANCES

Securities

Particulars of Stock and Funded Debt	Common stock	First mortgage bonds
Nominal date of issue.....	_____	August 1, 1892
Date of maturity.....	_____	August 1, 1942
Interest, rate and dates.....	_____	5%, Feb. & Aug
Denominations.....	1 share = \$100	\$1,000
Authorized by company.....	\$2,000,000	2,000,000
By public authority.....	2,000,000	2,000,000
Actually issued, prior to year.....	2,000,000	2,000,000
Cash realized.....	.....	11 380,000
Property consideration.....	11 2,000,000	11 1,620,000
Actually outstanding.....	2,000,000	2,000,000
Interest accrued and dividends declared.....	.....	100,000
Interest charged to income.....	_____	100,000
Interest and dividends paid.....	.....	99,975
Interest and dividends not due.....	.....	41,666 67
Interest and dividends matured and unpaid.....	.....	525 00
Market price: Highest, lowest.....	No sales	H—103, L—100
Trustee under mortgage.....	_____	Central Trust Co

11 [So reported by the company. The cash was realized upon an issue of \$400,000 of bonds. the discount is apparently included under "property consideration."]

12 Issued as partial consideration for construction, equipment and franchise; cost of road and equipment, \$1,650,000; cost of franchise, \$350,000.

Union Railway Company of New York City

Bills and Accounts Owing to Associated Companies.—Working advances, no interest: Third Avenue Railway Co., for power, labor and materials furnished, \$443,375.20; Bronx Traction Co., for track rental, \$23,322.58; total, \$466,697.78. Construction advances: Third Avenue Railway Co., 4 per cent demand note, \$4,715,064.39; interest accrued during year, \$188,602.56; interest paid, \$235,753.20.

Miscellaneous Unfunded Debt.—Due for wages and salaries: Unclaimed wages, \$2,341.87; payrolls, \$16,659.77; total, \$19,001.64. Other unfunded debt: Employees' deposits, \$3,322.53; tort claims approved by Special Master, \$17,427.29; total, \$20,749.82.

Taxes Accrued.—See schedule supporting Income Statement.

Reserves.—Accrued amortization of capital: Balance, June 30, 1915, \$364,140; credits during year, for depreciation, renewals and contingencies, \$8,670 per month for six months, July 1 to December 31, 1915, \$52,020; balance, June 30, 1916, \$416,160.

Amortization of franchise: Credits during year, \$248.58 per month for twelve months, \$2,983; balance, June 30, 1916, \$2,983.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Transportation revenue.....	\$2,748,350 92	\$111,739 99
Other operating revenue.....	160,696 77	19,652 45
Total operating revenue.....	\$2,909,047 69	\$131,392 44
Operating expenses:		
Maintenance of way and structures.....	\$299,587 14	\$50,255 07
Maintenance of equipment.....	158,475 18	D 22,445 48
Depreciation ¹³	52,020 00	D 52,020 00
Power.....	305,929 50	D 36,699 90
Operation of cars.....	796,609 75	9,716 89
Injuries to persons and property.....	209,321 21	33,315 71
Other general expenses.....	115,357 71	4,216 82
Total operating expenses.....	\$1,937,300 49	D \$13,660 89
Taxes accrued.....	174,434 41	16,253 20
Total revenue deductions.....	\$2,111,734 90	\$2,592 31
Operating income.....	\$797,312 79	\$128,800 13
Non-operating income: Interest on notes, \$24,633.72; on City of New York corporate stock, \$2,027.27; on bonds of Yonkers R. R. Co., \$400; on deposit with Third Avenue Rail- way Co., to pay interest and taxes, \$2,084.18; on bank bal- ances, \$761.50.....	29,906 67	D 537 95
Gross income applicable to corporate and leased properties	\$827,219 46	\$128,262 18
Deductions from gross income:		
Rent deductions: Track and terminal privileges, \$58,- 478.11; hire of equipment, \$89,513; miscellaneous, \$53,050.....	\$201,041 11	\$59,197 01
Normal tax on coupon interest assumed.....	394 75	14 50
Interest on funded debt.....	100,000 00	.....
Other interest deductions ¹⁴	193,244 50	4,641 94
Amortization of franchise and property.....	2,983 00	2,983 00
Total income deductions.....	\$497,663 36	\$66,836 45
Net corporate income.....	\$329,556 10	\$61,425 73

¹³ So reported by company. For details, see schedule *Depreciation*.

¹⁴ Consists of interest on demand note for \$4,715,064.39, to Third Avenue Railway Co., \$188,602.56; on note of Bronx Traction Co. to Third Avenue Railway Co. for \$131,067.61, for construction advances, \$4,641.94.

900 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Union Railway Company of New York City		Amount
CORPORATE SURPLUS		
Surplus, June 30, 1915.....		\$1,066,411 76
Balance for year, transferred from income.....		329,556 10
Charged to materials and supplies, for 380 iron poles removed from Jerome avenue, 168th street to Woodlawn gate; 167th street and River avenue; White Plains avenue; Allerton avenue to 233d street; Gun Hill road and White Plains avenue (Union Railway lines, 352 poles, \$5,667.20; Bronx Traction lines, 28 poles, \$450.80).....		6,118 00
Salvage value of 12,583 feet single track 9-inch Trilby rail removed from White Plains avenue, Gun Hill road to 233d street.....		6,500 63
Charged to materials and supplies, for double track connecting curves, Fordham road and Jerome avenue.....		1,220 00
Charged to materials and supplies, 2,083 feet 3/0 phase cable, \$1,562.25, and six wooden reels, \$90, included in inventory June 30, 1916, and not previously taken into materials and supplies.....		1,652 25
Charged to materials and supplies, 9-inch tram rail removed from Webster avenue, Wendover avenue to Tremont avenue, previously charged to operating expenses.....		3,870 72
Received for housing cars of Southern Boulevard R. R. Co., July 1, 1912, to June 30, 1915.....		25,830 00
Minor additions.....		1,044 51
Total.....		\$1,442,203 97
Writing off "Fixed Capital, December 31, 1908" (estimated cost).....	" \$83,195 45	
Writing off fixed capital since 1908 (estimated cost).....	4,969 68	
To take up on books original cost of 28 iron poles removed from White Plains avenue, Allerton avenue to Boston road and at Sagamore street, on account of erection of elevated structure (same having been retired from fixed capital of Bronx Traction Co.).....	818 72	
Due Third Avenue Railway Co., for storage of cars in Kingsbridge car house for three years ending June 30, 1915...	149,040 00	
To set up liability for payment of Federal income taxes for 1912 and 1913.....	1,380 47	
Minor deductions.....	30 00	
Total deductions.....		239,434 32
Surplus June 30, 1916.....		\$1,202,769 65

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Advertising privileges: Proportion of advertising contract made by Third Avenue Railway Co., with N. Y. City Car Advertising Co., \$19,434.80.

Other car and station privileges: Miscellaneous, \$379.29.

Rent of Land and Buildings.— Southern Boulevard, \$7,380; Third Avenue, \$1,050; Miscellaneous, \$249.96; total, \$8,679.96.

Rent of Equipment.— Forty-second Street, Manhattanville, \$182; Southern Boulevard, \$7,200; Westchester Electric, \$2,838; Yonkers R. R., \$12,496; N. Y., Westchester and Conn., \$1,200; Receiver, Dry Dock, \$30; total, \$23,946.

Rent of Tracks and Terminals.— N. Y. City Interborough, \$4,200; Yonkers R. R., \$58,447.20; Westchester Electric, \$43,051.07; N. Y. Railways, \$100; total, \$105,798.27.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued," during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of June 29, 1909, the

^u For details, see schedule Details of Capital Withdrawn.

Union Railway Company of New York City

Receiver of the Third Avenue Railroad Co. filed a rule which provided that a lump sum of \$300,000 per annum should be charged for depreciation by the four companies (Third Avenue, Dry Dock, Forty-second Street, and Union) constituting the principal companies in the Third Avenue system, without itemisation. From January 1, 1912, until December 31, 1915, this company made charges to an account called "Depreciation," at the rate of \$8,670 per month.¹⁶ No rules have been filed in respect of this charge, and division between the accounts Depreciation of way and structures and Depreciation of equipment, has not been made. No charges have been made since December 31, 1915.

POWER BOUGHT, SOLD OR EXCHANGED

NAME OF COMPANY	Total number of kw. hours delivered	Average price per kw. hour (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
<i>Power exchanged</i>					
Delivered to:					
Yonkers R. R. Co., D. C.	43,612	1.2	\$523 35	.....	Cr. \$523 35
Westchester Electric R. R. Co., D. C.	1,484,442	1.2	17,813 31	.....	Cr. 17,813 31
N. Y. City Interborough Ry. Co., D. C.	6,535,578	1.2	78,426 94	.....	Cr. 78,426 94
Southern Boulevard R. R. Co., D. C.	2,495,055	1.2	29,940 66	.....	Cr. 29,940 66
Received from:					
Yonkers R. R. Co., D. C.	10,941	1.2	131 29	.....	131 29
Westchester Electric R. R. Co., D. C.	1,783,825	1.2	21,405 90	.....	21,405 90
Balance — credit .....	—	—	—	.....	Cr. \$105,167 07
<i>Power bought</i>					
Third Avenue Railway Co., A. C.	39,540,203	1.0	\$395,402 03	.....	\$395,402 03
Third Avenue Railway Co., D. C.	356,487	1.2	4,277 84	.....	4,277 84
Total	39,896,690	—	\$399,679 87	.....	\$399,679 87
<i>Power sold</i>					
N. Y., New Haven & Hartford R. R. Co., D. C.	280	12.0	\$33 60	\$33 60	.....
N. Y., New Haven & Hartford R. R. Co., D. C.	10,876	3.0	326 28	326 28	.....
T. A. Gillespie Co., D. C.	26,504	5.75	1,525 20	1,525 20	.....
Terry & Tench Co., D. C.	17,630	3.0	528 90	528 90	.....
Empire Construction Co., D. C.	766	4.5	34 47	34 47	.....
Interborough Rapid Transit Co., D. C.	120	8.3	10 00	10 00	.....
Total	56,176	—	\$2,458 45	\$2,458 45	.....
Balance	—	—	—	\$2,458 45	\$294,512 80

Joint Facilities.— With Westchester Electric R. R. Co., maintenance of tracks, from 233d street to New York, New Haven and Hartford R. R. Co.'s station in Mt. Vernon, \$8,052.10; Yonkers R. R. Co., maintenance of tracks, Jerome avenue, from City line to Yonkers avenue; Bronx river road, from City line to Yonkers avenue; Yonkers avenue, from Bronx river road to Harlem river R. R. station, \$4,216.35; total charges to joint way and structures, \$12,268.45. With Westchester Electric R. R. Co., maintenance of tracks, from 233d street and Bedford Park and from Olin avenue to subway at 177th street, \$12,012.35; Yonkers R. R. Co., maintenance of tracks on Broadway, from 242d street to City line, \$10,409.63; total credits to joint way and structures, \$22,421.98.

Taxes

CLASS OF TAXES	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land	\$6,430 72	\$6,145 75	\$6,430 72	.....
Improvements on land	11,942 76	11,413 43	11,942 76	.....
Special franchise	17,933 45	8,966 72	17,933 45	¹⁷ \$55,642 20
Personal property	102 00	97 75	102 00	.....
Use of bridges	7,877 39	9,425 68	7,877 39	.....
Gross earnings — city	101,869 90	107,563 10	101,869 90	.....
Gross earnings — state	26,728 56	27,757 46	26,728 56	.....
Income — federal	2,764 51	3,064 52	4,141 98	.....
Total	\$175,649 29	\$174,434 41	\$177,029 76	¹⁷ \$55,642 20

¹⁶ [In Table XIV the company's charges are entered under Depreciation of Equipment.—Public Service Commission.]

¹⁷ Exclusive of accrued interest, \$16,308.09. This item is for the years 1911 and 1912, and the assessment on which it is based is in dispute.

Union Railway Company of New York City

Miscellaneous Rent Deductions.—Track and terminal privileges: Yonkers R. R. Co., use of tracks on Webster avenue, McLean avenue and Jerome avenue, \$7,641.98; Westchester Electric R. R. Co., use of tracks from 233d street and 19th avenue, Williamsbridge, to New York, New Haven and Hartford R. R. Co. station, Mt. Vernon, \$44,219.43; Third Avenue Railway Co., use of tracks to and from 65th street shops, \$116.70; use of tracks on 125th street, from First avenue to Twelfth avenue (April 5 to June 30, 1916), \$6,450; New York Railways Co., use of tracks, 129th street and Lexington avenue, \$50; total, \$54,878.11.

Hire of equipment: Third Avenue Railway Co., use of cars at \$1 per day: Passenger cars—July 1 to September 30, 1915, 280 cars, \$25,760; October 1 to October 31, 1915, 228 cars, \$7,058; November 1 to November 30, 1915, 208 cars, \$6,240; December 1, 1915, to March 31, 1916, 228 cars, \$27,810; April 1 to April 30, 1916, 224 cars, \$6,720; May 1 to June 30, 1916, 225 cars, \$13,725; service cars—January 1 to March 31, 1916, 11 cars, \$1,001; April 1 to June 30, 1916, 13 cars, \$1,183; total, \$89,513.

Miscellaneous: Six waiting rooms, \$1,620; space on dock, Mott Haven Canal, \$1,750; Third Avenue Railway Co., storage of cars, Kingbridge car house, \$49,680; total, \$53,050.

DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically Operated Surface Line, Overhead Trolley Contact

NAME OF ROAD OR BRANCH	Road	Second track	Sidings, etc.	All running track	Increase or (D) decrease ¹⁸
<i>Road owned by respondent under title in perpetuity</i>					
MANHATTAN					
Southerly approaches of Third avenue bridge to center line of bridge.....	.284	.263	.041	.588	D 0.042
135th street, Eighth avenue to Lenox avenue...	.346	.346	.022	.714	.....
135th street, Lenox avenue to Madison avenue...	.263	.263	.....	.526	.....
*Madison avenue, 135th street to 136th street ¹⁹...	.067	.067	.060	.194	.....
Total, Manhattan.....	.960	.939	.123	2.022	D 0.042
THE BRONX					
Third avenue, center line of bridge to 189th street.....	4.447	4.447	.114	9.008	.....
Melrose avenue, Third avenue to 165th street...	.792	.792	.055	1.639	.....
Webster avenue, 165th street to city line.....	5.624	5.624	.254	11.502	.....
Lincoln avenue, 133d street to 138th street.....	.260	.260	.021	.541	.....
Willis avenue, Southern boulevard to 149th street and Third avenue.....	.803	.803	.014	1.620	.....
Morris avenue, Third avenue to 161st street...	1.090	1.090	.012	2.192	.....
Westchester avenue, Third avenue to center line of Bronx river.....	1.995	1.995	.081	4.071	.....
Boston road, Third avenue to Tremont avenue...	1.908	1.908	.342	4.158	.....
175th street, Boston road to Southern boulevard...	.....	.....	.060	.060	.....
West Farms road, Boston road to center line of Bronx river.....	.099	.099	.093	.291	D .011
White Plains road, Allerton avenue to 233d street...	2.031	2.031	.066	4.128	.012
Gun Hill road, Webster avenue to White Plains road.....	.312	.272	.....	.584	.....
Jerome avenue, Central bridge to city line.....	6.395	6.395	.145	12.935	D .021
Sedgwick avenue, Jerome avenue to Cedar avenue.....	1.724	1.709	.....	3.433	.....
Cedar avenue, Sedgwick avenue to 179th street...	.317	.317	.....	.634	.....
Broadway, 230th street to city line.....	2.469	2.469	.138	5.076	.....
138th street, Exterior street to Port Morris...	1.569	1.569	.121	3.259	D .064
Locust avenue, 138th street to 134th street.....	.204	.....	.....	.204	.....
161st street, Jerome avenue to Third avenue...	1.213	1.213	.059	2.485	.....
Boscobel avenue, Aqueduct avenue to Jerome avenue.....	.615	.615	.011	1.241	.....

* Indicates joint ownership or operation. Detail footnotes are given for each item.

¹⁸ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.

¹⁹ Joint franchise with New York & Harlem R. R. Co.

Union Railway Company of New York City
MILES OF ROAD AND TRACK, JUNE 30, 1916 — Continued

NAME OF ROAD OR BRANCH	Road	Second track	Sidings, etc.	All running track	Increase or (D) decrease ¹⁸
179th street, Cedar avenue to Burnside avenue..	.079	.079	.....	.158	.....
Burnside avenue, 179th street to University avenue.....	.286	.286	.....	.572	.....
University avenue, Burnside avenue east, to Burnside avenue, west.....	.055	.055	.012	.122	.....
Burnside avenue, University avenue to Webster avenue.....	.825	.825	.021	1.671	.....
Tremont avenue, Webster avenue to Third avenue.....	1.228	1.228	.030	2.486	.....
Fordham road, Sedgwick avenue to Kingsbridge road.....	.826	.826	.050	1.702	D .055
Sedgwick avenue, Fordham road to Bailey avenue.....	.203	.203	.....	.406	.008
Bailey avenue, Sedgwick avenue to 230th street..	.795	.795	.055	1.645	.....
*Webster avenue, Tremont avenue to 180th street ²⁰.....	.295	.295	.....	.590	.....
*Third avenue, 189th street to Fordham road ²¹ ..	.083	.083	.011	.177	.....
*Fordham road, Third avenue to Kingsbridge road ²⁰.....	.161	.161	.....	.322	.....
*Boston road, West Farms road to 179th street ²⁰	.069	.069	.023	.161	.....
Total, The Bronx.....	38.772	38.513	1.788	79.073	D .151
Total owned under title in perpetuity.....	39.732	39.452	1.911	81.095	D .193
<i>Road owned by respondent under limited term franchise</i>					
MANHATTAN					
155th street, Amsterdam avenue to Eighth avenue.....	.327	.327	.032	.686	.....
*155th street, Eighth avenue to Central bridge ²⁰	.170	.170	.....	.340	.....
Central bridge, 155th Street to center line of bridge.....	.039	.039	.....	.078	.....
McComb's lane, Central bridge to 154th street..	.047	.025	.074	.146	.....
Madison avenue, 136th street to center line of bridge.....	.175	.175	.....	.350	.....
181st street, Broadway to St. Nicholas avenue..	.122	.122	.026	.270	.....
*181st street, St. Nicholas avenue to Washington bridge ²⁰.....	.344	.344	.....	.688	.....
Emerson street, Broadway to Tenth avenue....	.271	.271	.011	.553	.....
207th street, Tenth avenue to center line of bridge.....	.238	.238	.....	.476	.....
Willis avenue bridge, 125th street and First avenue to center line draw span.....	.160	.160	.....	.320	.320
Broadway, 225th street to north abutment of bridge.....	.190	.183	.011	.384	.....
Total, Manhattan.....	2.083	2.054	.154	4.291	.320
THE BRONX					
Willis avenue bridge, 134th street to centre line draw span.....	.348	.348	.011	.707	.707
Willis avenue bridge, Southern boulevard to bridge approach.....	.152	.152	.....	.304	.304
138th street, center line of bridge to Exterior street.....	.093	.093	.....	.186	.....
136th street, Third avenue to Lincoln avenue...	.052	.052	.....	.104	.....
St. Ann's avenue, Southern boulevard to 161st street and Third avenue.....	1.452	1.452	.030	2.934	.....
Morris avenue, 161st street to 167th street....	.591	.562	.....	1.153	.....
*Central bridge, center line of bridge to Jerome avenue ²⁰.....	.199	.199	.....	.398	.....

* Indicates joint ownership or operation. Detail footnotes are given for each item.

¹⁸ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.

²⁰ Joint franchise and joint operation with N. Y. City Interborough Ry. Co.

²¹ Joint franchise with N. Y. City Interborough Ry. Co.

Union Railway Company of New York City
MILES OF ROAD AND TRACK, JUNE 30, 1916 — *Continued*

NAME OF ROAD OR BRANCH	Road	Second track	Sidings, etc.	All running track	Increase or (D) decrease ¹⁸
*181st street, center line of Washington bridge to University avenue ²⁰.....	.276	.276	.....	.552	.....
*Jerome avenue, Central bridge to Ogden avenue ²⁰.....	.010	.010	.....	.020	.....
167th street, Jerome avenue to Webster avenue.	.802	.802	.036	1.640	.....
168th street, Webster avenue to Franklin avenue	.355	.355	.....	.710	.....
Franklin avenue, 168th street to 169th street...	.106	.106	.....	.212	.....
169th street, Franklin avenue to 167th street...	.589	.589	.034	1.212	.....
167th street, 169th street to Westchester avenue	.276	.276	.....	.552	.....
University Heights bridge, center line of bridge to Harlem river terrace.....	.114	.114	.....	.228	.....
Fordham road, Harlem river terrace to Sedgwick avenue.....	.256	.256	.160	.672	.168
Fordham road, Third avenue to Southern boulevard.....	.596	.596	.077	1.269	.....
230th street, Bailey avenue to Broadway.....	.130	.130	.....	.260	.....
Broadway, north abutment of bridge over creek to 230th street.....	.075	.075	.047	.197	.....
Total, The Bronx.....	6.472	6.443	.395	13.310	1.179
Total owned under limited term franchise..	8.555	8.497	.549	17.601	1.499
<i>Road of associated company operated by respondent without formal lease</i>					
THE BRONX					
Bronx Traction Co.:					
Westchester avenue, center line of Bronx river to West Farms road.....	2.444	2.444	.102	4.990	.....
Westchester avenue, Westchester square to Pelham Bay park.....	1.211	1.211	.028	2.450	.....
Ft. Schuyler road, West Farms road to Eastern boulevard.....	.993	.....	.115	1.108	.....
Clason Point road, Westchester avenue to Clason Point.....	2.205	2.205	.123	4.533	.....
West Farms road, center line of Bronx river to Westchester avenue.....	1.995	1.995	.070	4.060	.....
Morris Park avenue, West Farms road to Bronxdale avenue.....	.917	.917	.014	1.848	.....
Morris Park avenue, Bronxdale avenue to Williamsbridge road.....	.506	.506	.013	1.025	.....
White Plains road, Morris Park avenue to Bronx Park east.....	.347	.347	.....	.694	.....
Bronx Park east, White Plains road to Boston road.....	.422	.422	.....	.844	.....
Boston road, Bronx Park east to White Plains road.....	.235	.235	.....	.470	.....
White Plains road, Boston road to Allerton avenue.....	.458	.458	.....	.916	.....
New York City Interborough Railway Co.:					
Elton avenue, 161st street to 163d street...	.119	.119	.....	.238	.....
163d street, Elton avenue to Stebbins avenue.....	.626	.626	.021	1.273	.....
Stebbins avenue, 163d street north to 163d street south.....	.045	.045	.....	.090	.....
163d street, Stebbins avenue to Southern boulevard.....	.381	.381	.014	.776	.....
Hunt's Point avenue, Southern boulevard to Hunt's Point.....	1.560	1.560	.087	3.207	.....
Total operated without formal lease.....	14.464	13.471	.587	28.522	.....

* Indicates joint ownership or operation. Detail footnotes are given for each item.

¹⁸ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.

²⁰ Joint franchise and joint operation with N. Y. City Interborough Ry. Co.

Union Railway Company of New York City
MILES OF ROAD AND TRACK, JUNE 30, 1916—Continued

NAME OF ROAD OR BRANCH	Road	Second track	Sidings, etc.	All running track	Increase or (D) decrease ¹⁸
<i>Road of associated company operated under lease for a specified sum</i>					
YONKERS					
Yonkers Railroad Co.:					
Bronx River road, City line to Yonkers avenue.....	1.084	1.084	.044	2.212	.....
Yonkers avenue, Bronx River road to Mt. Vernon city line.....	.017	.017	.....	.034	.....
Central avenue, City line to Yonkers avenue.....	1.423	1.422	.024	2.869	.....
Total, leased.....	2.524	2.523	.068	5.115	.....
<i>Road of associated companies occupied under trackage rights</i>					
MANHATTAN					
Third Avenue Railway Co.:					
125th street, First avenue to Manhattan street.....	1.402	1.402	.012	2.816	2.816
Third Avenue Railway Co. and 42d Street, Manh. & St. Nich. Ave.:					
Manhattan street, 125th street to 12th avenue.....	.504	.432	.068	1.004	1.004
42d St., Manh. & St. Nich. Avenue:					
12th avenue, Manhattan street to 129th street.....	.063	.051	.....	.114	.114
129th street, 12th avenue to Manhattan street.....	.068	.....	.....	.068	.068
Total, Manhattan.....	2.037	1.885	.080	4.002	4.002
THE BRONX					
Southern Boulevard Railroad Co.:					
Southern boulevard, Lincoln avenue to St. Ann's avenue.....	.564	.564	.....	1.128	.....
Westchester Electric Railroad Co.:					
White Plains road, 233d street to city line.....	1.038	1.038	.034	2.110	D .006
Total, The Bronx.....	1.602	1.602	.034	3.238	D .006
MT. VERNON					
Westchester Electric Railroad Co.:					
West Lincoln avenue, city line to Scott's bridge.....	.353	.353	.....	.706	.....
First street, Scott's bridge to First avenue.....	.527	.527	.024	1.078	.....
Yonkers avenue, West Mt. Vernon station to Yonkers city line.....	.086	.086	.012	.184	.....
Total, Mt. Vernon.....	.966	.966	.036	1.968	.....
Total trackage rights.....	4.605	4.453	.150	9.208	3.996
Total operated.....	69.880	68.396	3.265	141.541	5.302
Whereof owned ²¹	47.464	47.126	2.443	97.033	1.306
Whereof maintained by respondent.....	64.586	63.254	3.092	130.932	1.306
Whereof trackage rights and track maintained by others.....	5.294	5.142	.173	10.609	3.996
Track in the Borough of Manhattan.....	5.080	4.878	.357	10.315	4.280
Track in the Borough of The Bronx.....	61.310	60.029	2.804	124.143	1.022
Track in the City of Yonkers.....	2.524	2.523	.068	5.115	.....
Track in the City of Mt. Vernon.....	.966	.966	.036	1.968	.....
Track in car houses, shops and yards, 1.727 miles.					

¹⁸ Changes from 1915 figures not accounted for in the schedule are due to remeasurement or reclassification.

²¹ Includes .447 miles of unused track.

²² Figures on this line were computed by the Bureau of Statistics of this Commission.

Union Railway Company of New York City
*Details of Track, Roadway and Electric Line Construction*²⁸

	Added during year	Removed during year	At close of year
Ballast (miles of track):			
Laid on concrete construction.....	5.466	.172	97.568
Laid on native material.....	.....	.....	28.32
Ties.²⁹			
Number of steel ties.....	.....	.....	1,758
Number of wood ties, treated.....	20,228	.....	61,852
Number of wood ties, untreated.....	.....	18,858	260,631
Miles of track laid on ties.....	.638	.....	129,388
Rail (miles of track):³⁰			
9-inch, 125 lbs.....	8.389	.023	5.129
9-inch, 122 lbs.....	.....	.....	3.302
9-inch, 109 lbs.....	.....	.....	3.419
9-inch, 107 lbs.....	.004	.022	96.710
9-inch, 106 lbs.....	.....	.....	.285
9-inch, 90 lbs.....	.....	2.018	17.184
7-inch, 116 lbs.....	5.201	.....	8.277
7-inch, 104 lbs.....	.....	.....	.126
7-inch, 100 lbs.....	.....	.....	.392
7-inch, 96 lbs.....	.....	.036	.239
6-inch, 97 lbs.....	.....	.....	.104
2½-inch, 94 lbs. bridge rail.....	.....	.....	.516
4-inch, 81 lbs.....	.116	.....	.205
Rail joints (miles of track):			
Bolted plates.....	5.646	11.421	68.130
Cast weld.....	.574	.....	1.546
Electric weld.....	13.932	3.437	66.212
Rail bonds (miles of track):			
Miscellaneous types.....	5.646	11.421	68.126
Welded joints.....	14.506	3.437	67.762
Paving (miles of track):			
Macadam.....	1.601	2.186	19.337
Dirt.....	.....	.....	10.865
Wood block.....	.....	.....	.834
Bituminous concrete.....	.....	.....	1.067
Brick.....	.....	.....	.582
Medina block.....	.035	.058	.509
Granite block.....	13.455	5.069	67.610
Asphalt, sheet.....	.158	.223	15.443
Asphalt, block.....	.182	2.571	19.356
Planking.....	.....	.....	.169
No paving (open, on Third Avenue bridge).....	.....	.....	.116
Poles: Total number.....		376	4,471
Whereof wood, untreated.....	.....	.....	91
Whereof steel.....	.....	376	4,380
Overhead construction: Miles of line.....		.109	61.789
Whereof span wire construction.....	.367	.....	28.503
Whereof side bracket construction.....	.....	.....	1.042
Whereof center pole construction.....	.....	5.944	19.147
Trough.....	5.268	.....	13.097

²⁸ Differences between the items here reported and those of the preceding year, except additions and removals indicated in this schedule, are due to measurement and reclassification of line.

²⁹ Laid during year, 20,228, yellow pine, sawed, treated; total cost at distributing point, \$18,316.58 charged to replacement in fixed capital, \$3,019.92; charged to additions and betterments in fixed capital, \$3,716.41; charged to operating expenses, \$11,580.25.

³⁰ The company reports total charges during the year, on account of 1,217.64 gross tons of rail laid (including fastenings), \$56,525.89; whereof charged to operating expenses, \$19,058.31; charged to additions and betterments in fixed capital, \$11,491.28; charged to replacement in fixed capital, \$19,077.01; salvage, \$13,399.94. These amounts include charges on account of temporary track and of rail reported in this schedule in 1915, as well as some which will not be reported until 1917.

Union Railway Company of New York City

Details of Track, Roadway and Electric Line Construction — Concluded

	Added during year	Removed during year	At close of year
Trolley wire (miles):			
2/0 round copper.....	1.211	.....	116.959
4/0 round copper.....	.....	.....	3.698
½ by 2½ bar iron.....	.....	1.050	.....
Underground conduit: Miles of line.....	.....	.....	12.532
Whereof terra cotta and fire clay.....	.....	.....	12.350
Whereof fibre.....	.....	.....	.112
Whereof iron pipe.....	.....	.....	.070
Underground conduit: Duct miles.....	.....	.....	155.63
Whereof terra cotta and fire clay.....	.....	.....	152.47
Whereof fibre.....	.....	.....	2.04
Whereof iron pipe.....	.....	.....	1.12
Transmission cables, underground [voltage 600] (miles):			
3 cond. P. and L.....	.....	.....	27.613
Distribution cables, underground [voltage 575] (miles):			
2-million bare negative.....	.....	.....	2.315
1-million bare negative.....	.....	.....	4.208
1-million P. and L.....	.....	.....	23.280
½-million P. and L. armored.....	.....	.....	.055
1-million P. and L. sheath submarine.....	.....	.....	1.020
½-million P. and L. sheath submarine.....	.....	.....	.138
4/0 P. and L. sheath submarine.....	.341	.....	.341
1/0 P. and L. sheath submarine.....	.....	.....	.283
4/0 3 conductor P. and L. sheath submarine.....	.....	.....	1.863
2/0 3 conductor P. and L. sheath submarine.....	.....	.114	.227
½-million bare.....	.....	.....	.035
Distribution cables, overhead [voltage 575] (miles):			
500,000 C. M. weatherproof.....	.048	.....	113.630
4/0 weatherproof.....	.568	.....	6.025

Cars.— Number of revenue cars owned, 136; leased, 373; total, 509; decrease during year, 51; Non-revenue cars: Owned, 28 (sweepers, 11; work cars, 6; sprinklers, 4; sand cars, 7); leased, 17 (snow-plows, 2; sweepers, 13; work cars, 2); total, 45; decrease during year, 7.

(For details, see Table II.)

Power Plant Equipment.— See Table III.

Miscellaneous.— Number of sub-stations, 2; car houses — service, 4; transfer points — with respondent's own cars, 33; with cars of associated companies, 27.

OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Five-cent fares, 54,759,329; 2½-cent fares, 43,122; transfers, 26,808,887; free, no record. **Car Miles.**— Passenger, active, 10,425,727; passenger, idle, 214,515; special, 12,170; freight, 14,740; total revenue, 10,667,152; non revenue, 93,795. **Car-seat Miles.**— 479,350,748. **Car Hours.**— Passenger, active and idle, 1,229,161; special, 2,165; freight, 3,448; total, 1,234,774. (For details of traffic statistics, see Tables V–VIII.)

Power.— See Table IV.

Accidents.— Persons killed, 8; serious injuries, 239; minor injuries, 1,282; total, 1,529. Total amount paid for injuries and damages occurring during year, \$108,073.21; for injuries and damages occurring in prior years, \$42,081.28; total, \$151,154.49. (For details of accidents, see Tables X and XI.)

Employees and Wages.— Statistics of this company have been consolidated with those of all other companies in the Third Avenue Railway System and a combined statement given in Table XII.

Officers.— President, F. W. Whitridge; Vice-President and General Manager, E. A. Maher; Secretary, S. E. Martin; Treasurer, A. D. Sage; Assistant Secretary and Assistant Treasurer, J. F. Feely; Auditor, Reune Martin; General Counsel, Evarts, Choate and Sherman; Assistant

Union Railway Company of New York City

General Manager, E. A. Maher, Jr.; Chief Engineer, J. F. Mullaney; General Superintendent, Harry Carrigan; General Purchasing Agent, Charles Witzel.

Directors.— F. W. Whitridge, H. Bronner, E. M. Burghard, G. W. Davison, A. Iselin, Jr., E. A. Maher, W. E. Roosevelt, A. W. Scholle, J. H. Seaman.

Main Business Office.— No. 2396 Third avenue, New York City.

Report verified by Edward A. Maher, Vice-President and General Manager, September 29, 1916.

THE VAN BRUNT STREET AND ERIE BASIN RAILROAD COMPANY

History.— Incorporated under the General Railroad Act; charter, for corporate life of 50 years, was filed on February 15, 1861, and extended [for 100 years] from February 15, 1911. Operation was begun on March 3, 1863.

Joint-rate tickets are exchanged between the line of this company and the Brooklyn Heights R. R., the Nassau Co. R. R. and the Coney Island & Brooklyn R. R. at Hamilton avenue and Van Brunt street. This company receives 1½ cents and the other companies 3¼ cents of each 5 cent fare.

Stockholders and Members.— Total voting power of all members of the company, 20,000, each holder of \$10 par value of capital stock having one vote; total number of stockholders, 22, of whom 21 holding 19,999 shares reside in New York State; the principal stockholders were reported on June 30, 1909, to be as follows: Joseph C. Hecker, New York City, \$24,100; Andrew D. Parker, New York City, \$22,780; John F. Murphy, New York City, \$15,740; James T. Terry, New York City, \$11,800; Agnes Foulks, New York City, \$10,640; May deCastro, New York City, \$10,640; Lillie Sammis, New York City, \$10,640; Arthur J. Simpson, New York City, \$10,640; Thomas J. Cunningham, New York City, \$10,000; Wyllys Terry, New York City, \$9,840. Total votes cast at the last general meeting, February 21, 1916, 11,655; cast by John F. Murphy, Wyllys Terry, Dennis W. Sullivan and John A. Foulks, as trustees, 11,652 votes; by John F. Murphy, 1; by Dennis W. Sullivan, 1; by Wyllys Terry, 1; each on behalf of himself.

Important Changes during the Year.— None. No new powers or franchises were acquired.

BALANCE SHEET

June 30, 1915	ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$3,309 18	Cash.....	\$10,764 99	\$7,455 81
851 55	Accounts receivable.....	660 19	308 64
266,011 31	" Fixed Capital, Dec. 31, 1908 ".....	266,011 31	.....
	Fixed capital installed since 1908:		
3,056 85	Tangible street railway capital.....	3,056 85	.....
269,068 16	Total fixed capital — gross.....	269,068 16	.....
.....	Less accrued amortisation.....	.....	.....
269,068 16	Total fixed capital — net.....	269,068 16	.....
1,144 06	Other suspense ¹	3,786 32	2,642 26
<u>\$273,872 95</u>	<u>Total.....</u>	<u>\$284,279 66</u>	<u>\$10,406 71</u>
LIABILITIES SIDE			
\$1,203 06	Miscellaneous accounts payable.....	\$1,793 55	\$590 49
387 50	Interest accrued on funded debt.....	387 50	.....
292 24	Dividends declared.....	305 30	13 06
31,000 00	Mortgage bonds.....	31,000 00	.....
200,000 00	Common stock.....	200,000 00	.....
40,990 15	Corporate surplus.....	50,793 31	9,803 16
<u>\$273,872 95</u>	<u>Total.....</u>	<u>\$284,279 66</u>	<u>\$10,406 71</u>

Contingent Liabilities.— None.

¹ Represents a debit balance in the Accrued amortisation of capital reserve.

The Van Brunt Street and Erie Basin Railroad Company
Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:	Gross value	Same less depreciation
Real property outside streets and public places.....	\$39,283 18	\$6,430 05
Real property in streets — tangible.....	31,363 85	7,242 78
Tangible personal property.....	30,995 85	.....
		Borough of Brooklyn
Assessed valuation for 1916 taxes:		
Real property outside streets and public places.....		\$18,700 00
Real property (tangible and intangible) in streets.....		23,000 00

“Fixed Capital, December 31, 1908.”— Right of way, \$1,697.20; track, roadway and electric line construction, \$186,827.93; buildings and fixtures used in operation of road, \$39,286.18; cars, \$30,995.85; organisation, \$7,204.15; total, \$266,011.31. No withdrawals during year.
Fixed Capital Installed since December 31, 1908.— Track laying and surfacing, \$2,426.44; shops and car houses, \$258.41; revenue cars, \$372; total \$3,056.85; no expenditures or withdrawals during year.

Securities		
Particulars of Stock and Funded Debt	Common stock	First mortgage bonds
Nominal date of issue.....	_____	Oct. 1, 1898
Date of maturity.....	_____	Oct. 1, 1948
Interest, rate and dates.....	_____	5%, Apr. & Oct.
Denominations.....	1 share = \$10	\$1,000 00
Authorized by company.....	\$200,000 00	75,000 00
By public authority.....	200,000 00	* 75,000 00
Actually issued, prior to year.....	200,000 00	65,000 00
Cash realized.....	* 125,000 00	68,250 00
Reacquired and held alive.....	.....	34,000 00
Held free.....	.....	34,000 00
Actually outstanding.....	200,000 00	31,000 00
Interest accrued and dividends declared.....	8,000 00	1,550 00
Interest charged to income.....	_____	1,550 00
Interest and dividends paid.....	7,986 94	1,550 00
Interest and dividends not due.....	.....	387 50
Interest and dividends matured and unpaid.....	305 30	.....
Trustees under mortgages.....	_____	Peoples Trust Co.

Reserves.— Accrued amortisation of capital, debit balance at beginning of year, \$1,144.06, credited to operating expenses and charged to reserve, \$2,642.26; debit balance at close of year, \$3,786.32.

INCOME STATEMENT

Operating revenue:	Net amount for year	Increase or (D) decrease
Revenue from transportation (passenger).....	\$57,784 92	\$18,457 36
Advertising privileges.....	260 02	20 02
Total operating revenues.....	\$58,044 94	\$18,477 38

* The company reports that capital stock of the par value of \$75,000 was issued more than 25 years ago for appreciation of road and was charged to cost of road.
* [So reported by company. Correct amount apparently should be \$65,000.]

910 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

The Van Brunt Street and Erie Basin Railroad Company

INCOME STATEMENT — *Concluded*

	Net amount for year	Increase or (D) decrease
Operating expenses:		
Maintenance of way and structures.....	\$325 36	.....
Maintenance of equipment.....	1,944 48	.....
Power purchased.....	7,076 00	\$809 36
Operation of cars.....	18,907 98	3,875 99
Injuries to persons and property.....	465 88	D 1,109 76
Other general expenses.....	8,012 91	3,011 46
Total operating expenses.....	\$37,232 61	\$6,587 05
Taxes accrued.....	1,350 31	152 61
Total revenue deductions.....	\$38,582 92	\$6,739 66
Operating income.....	\$19,462 02	\$11,737 72
Non-operating income: Rent revenue (unused car house), \$350.04; interest revenue (bank balances), \$295.71; less non- operating revenue deductions (tax on above car house), \$58.60	587 15	279 03
Gross income applicable to corporate and leased properties.....	\$20,049 17	\$12,016 75
Deductions from gross income: Track and terminal privileges, \$400; interest accrued on funded debt, \$1,550.....	1,950 00	.....
Net corporate income.....	\$18,099 17	\$12,016 75

CORPORATE SURPLUS

	Amount
Surplus, June 30, 1915.....	\$40,990 15
Balance for year transferred from income.....	18,099 17
Total.....	\$59,089 32
Dividends, 4 per cent declared during year on \$200,000 capital stock.	\$8,000 00
Bad debts written off, transfers, 1914.....	296 01
Total deductions.....	8,296 01
Surplus, June 30, 1916.....	\$50,793 31

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve. Under date of December 24, 1909, this company filed with the Commission rules of depreciation which provides \$825.36 per annum for maintenance of way and structures and \$1,944.48 per annum for maintenance of equipment.

The Van Brunt Street and Erie Basin Railroad Company

Under the above rule, \$143.52 was credited to "Depreciation of Way and Structures" and concurrently debited to reserve; \$2,498.74 was credited to "Depreciation of Equipment," and concurrently debited to the reserve.

*Power Bought.*⁴—Bought from Brooklyn Heights R. R. Co. under "contract on basis of 3 cents per car mile on actual operation of car miles traveled;" total, \$7,076, charged to operating expenses.

Class of Tax	Taxes			
		Amount of levy	Paid and charged to income	Due and unpaid
Land and improvements on land.....		\$406 03	* \$406 03	.....
Special franchise.....		496 44	496 44	.....
State, on gross earnings.....		399 28	399 28	.....
Federal income tax.....		107 16	107 16	.....
Total.....		\$1,408 91	\$1,408 91	.....

Miscellaneous Rent Deductions.—Brooklyn Heights R. R. Co., trackage rights, accrued, \$400; paid, \$400.

DESCRIPTION OF ROAD AND EQUIPMENT

Electrically operated surface line, overhead trolley contact.—Owned: [Hamilton avenue and Van Brunt street] to Halleck and Columbia streets; first track, 1.16 miles; second track, 1.16 miles; car house tracks, 0.12 miles; all tracks, 2.44 miles.

Trackage rights from Brooklyn Heights R. R. Co.: [Hamilton ferry through Hamilton avenue; to Van Brunt street] first track, 0.23 mile, second track, 0.23 mile; all tracks, 0.46 mile. Total track operated, 2.78 miles; total track maintenance, 2.32 miles.

Ballast.—2.32 miles of sand.

Ties.—Number of wooden, untreated, 2,602; miles of track, laid on ties, 2.32.

Rails (Miles of track).—Nine-inch 94-pound tee, 2.32. *Rail Joints.*—2.32 miles of bolted plates. *Rail Bonds.*—2.32 miles of copper and composition.

Paving.—2.32 miles of granite block.

Electric Line Construction.—Poles, 100 steel; overhead construction, 2.32 miles of span wire; trolley wire, copper, No. 10, 2.32 miles.

Cars.—Number, revenue, 15. (For details, see Table II.)

Miscellaneous.—Car houses, 2 (1 storage not in use, rented; and 1 in service); transfer point (at which joint-rate tickets are exchanged), 1.

OPERATING STATISTICS

Operating Ratios.—See Table XV.

Passengers Carried.—2,303,515 fares (3-cent, 1,527,737; 1½ cent, 775,778); transfers collected,⁷ 437,654; employees and others carried free, 2,966; joint-rate tickets (sold at 2 cents each) not presented for redemption, 15,805. *Car Miles.*—235,864 (all active passenger). *Car-seat Miles.*—9,038,840. *Car Hours.*—36,852 (all passenger.) (For details of traffic statistics, see Tables V–VIII.)

Power.—See Table IV.

Accidents.—None. Paid for injuries and damages that occurred during the fiscal year 1916, \$191.63.

Employees and Wages.—See Table XII.

Officers.—President and General Superintendent, John F. Murphy; Vice-President, Dennis W. Sullivan; Secretary and Treasurer, Wyllys Terry.

Directors.—John F. Murphy, Wyllys Terry, Dennis W. Sullivan, John A. Foulks, Andrew D. Parker, Edward M. DeCastro, James T. Terry.

Main Business Office.—264 Van Brunt street, Brooklyn, N. Y.

Report verified by Wyllys Terry, Secretary and Treasurer, September 26, 1916.

⁴ Contract with Brooklyn Heights R. R. Co. "includes lighting of office and car barns, removal of snow and ice and care of overhead system."

⁶ Includes \$58.60 charged to non-operating income.

⁷ These are joint rate passengers whose slips were collected on respondent's cars and are included in the 1½-cent fares.

THE WESTCHESTER ELECTRIC RAILROAD COMPANY

History.— Incorporated March 27, 1891, under chapter 252, Laws of 1884. On June 2, 1893 the company merged the Mount Vernon and Eastchester Railway Co., and the New Rochelle Railway and Transit Company.

[The entire capital stock of the respondent was acquired by the Union Railway Company of N. Y. City in 1893. In January, 1899 the control passed to the Third Avenue Railroad Company, when it acquired the capital stock of the Union Railway Co. On January 18, 1908, J. Addison Young was appointed receiver, in proceedings for dissolution. The receivership was terminated, and operation was resumed by the company, in July, 1912. In the meantime, the stock had been sold, on March 1, 1910, to the reorganization committee of Third Avenue Railroad Co., and by them transferred, December 14, 1911, to Third Avenue Railway Co., which had been incorporated April 21, 1910, and commenced operations January 1, 1912.]¹ The stock is pledged with the Central Trust Co., as trustee under the first refunding mortgage of the Third Avenue Railway Co.

The company has agreements with the Yonkers Railroad Co., and the N. Y., Westchester and Connecticut Traction Co., providing for the exchange of transfers. It has agreements providing for the joint use of certain tracks with the Union Railway Co., the Westchester Street Railroad Co., the N. Y. and Stamford Railway Co., and the Yonkers Railroad Co.

Stockholders and Members.— Total voting powers of all members, 5,000, each holder of \$100 par value of capital stock having one vote. Number of members, June 30, 1916, 10, all resident in New York State. The Central Trust Co., as trustee of the stock, under the Third Avenue Railway Company's first refunding mortgage, issued a proxy to E. A. Maher, who cast 4,999 votes at the last general meeting, January 10, 1916 — 4,991 votes in behalf of Third Avenue Ry. Co., 7 in behalf of individual members, and 1 in behalf of himself.

Important Changes during the Year.— New single track placed in operation on Railroad Place, New Rochelle, between Division and Bridge streets, a distance of .184 miles. Crossovers on White Plains avenue, from 233d street to city line were re-arranged and turnout on Fifth avenue, New Rochelle (south of Lorenze avenue) and storage track in Division street yard were installed. Lease of store floor and basement at 69 Mechanic street, New Rochelle, cancelled as of May 31, 1916. No new powers or franchises were acquired during the year.

BALANCE SHEET

June 30, 1915		ASSETS SIDE	June 30, 1916	Increase or (D) decrease
\$6,557 77	Cash.....		\$7,934 86	\$1,377 09
26,732 00	Special deposits.....		12,600 00	D 14,132 00
11,396 99	Accounts receivable.....		11,592 06	195 07
77 92	Interest and dividends receivable.....		77 92	.....
53,320 91	Materials and supplies.....		37,706 78	D 15,614 13
5,500 00	Bound investments.....		5,500 00	.....
2,364,662 41	" Fixed Capital, Dec. 31, 1908 ".....		2,296,802 36	D 67,860 05
	Fixed capital installed since 1908:			
2,682 93	Street railway land.....		20,795 93	18,113 00
176 50	Intangible street railway capital.....		176 50	.....
351,855 63	Tangible street railway capital.....		460,307 77	108,452 14
\$,719,577 47	Total fixed capital — gross.....		\$,778,082 56	58,705 09
90,000 00	Less accrued amortisation.....		105,000 00	15,000 00
\$,629,577 47	Total fixed capital — net.....		\$,673,082 56	43,705 09
24,852 18	Construction in process.....		1,660 47	D 23,191 71
80,732 28	Advances to associated companies.....		116,788 29	36,056 01
3,868 95	Prepayments.....		10,572 85	6,703 90
.....	Suspense — advertising.....		49 00	49 00
883,220 37	Corporate deficit.....		1,014,097 65	130,877 28
<u>\$3,725,636 84</u>	<u>Total.....</u>		<u>\$3,891,662 44</u>	<u>\$166,025 60</u>

¹ [From documents on file with the Commission. See also, Documentary History, in Annual Report, 1913, vol. V, pp. 698, 1299, 1308, 1367, 1385-1387 and chart No. 2.]

² New York City 4½ per cent corporate stock, maturing March 1, 1964, deposited with State Industrial Commission; par value, and cost, \$5,500; interest accrued during year, \$233.75.

³ In connection with application for a new franchise.

ABSTRACTS OF RETURNS OF COMMON CARRIERS 913

The Westchester Electric Railroad Company

BALANCE SHEET — *Concluded*

LIABILITIES SIDE				Increase or	
June 30, 1915		June 30, 1916		(D) decrease	
\$13,625 64	Taxes accrued.....	\$12,112 53	D	\$1,513 11	
	Due associated companies for working				
129,819 24	advances.....	102,709 87	D	27,109 37	
35,980 82	Miscellaneous accounts payable.....	2,991 94	D	32,988 88	
12,525 00	Interest accrued on funded debt ⁴	12,600 00		75 00	
538,134 75	Interest accrued on unfunded debt.....	611,181 23		73,046 48	
2,847 54	Due for wages and salaries.....	3,869 93		1,022 39	
720 71	Other unfunded debt.....	677 44	D	43 27	
	Due associated companies for construction				
1,991,983 14	advances.....	2,145,519 50		153,536 36	
500,000 00	Funded debt — mortgage bonds ⁴	500,000 00			
500,000 00	Capital stock.....	500,000 00			
<u>\$3,725,636 84</u>	<u>Total.....</u>	<u>\$3,891,662 44</u>		<u>\$166,025 60</u>	

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation

Valuation as of June 30, 1916, filed by respondent:

	Gross value	Same less depreciation
Real property outside streets and public places.....	\$300,183	\$245,206
Real property in streets — tangible.....	889,506	517,134
Tangible personal property.....	149,297	124,007

Assessed valuation for 1916 taxes:

Real property outside streets and public places (various cities and towns in Westchester county)	\$124,390
Real property (tangible and intangible) in streets (New York City and various cities and towns in Westchester county).....	1,073,790

DETAILS OF ASSETS AND DEBIT BALANCES

"Fixed Capital, December 31, 1908"

Item	Balance June 30, 1915	Withdrawn during year	Balance June 30, 1919
Engineering and superintendence.....	\$55,434 00		\$55,434 00
Right of way.....	68,136 78		68,136 78
Real estate used in operation of road.....	2,120 21		2,120 21
Track and roadway construction.....	743,796 86	\$66,639 42	677,157 44
Electric line construction.....	327,043 03	1,220 63	325,822 40
Buildings and fixtures used in operation of road..	118,486 25		118,486 25
Power plant equipment.....	146,582 55		146,582 55
Shop tools and machinery.....	618 77		618 77
Cars.....	47,698 97		47,698 97
Electric equipment of cars.....	35,944 43		35,944 43
Miscellaneous equipment.....	6,896 16		6,896 16
Purchase of constructed road.....	770,000 00		770,000 00
Interest and discount.....	31,540 84		31,540 84
Miscellaneous.....	10,363 56		10,363 56
<u>Total.....</u>	<u>\$2,364,662 41</u>	<u>\$67,860 05</u>	<u>\$2,296,802 36</u>

Details of Capital Withdrawn (estimated cost).—On White Plains Avenue, 233d street to city line: 10,956.2 ft. of 9-inch trilby rail track on untreated ties, \$25,496.32; 11,869 square yards of

⁴ "The Union Railway Co. of New York City guarantees the principal and interest of first mortgage bonds of this company."

The Westchester Electric Railroad Company

asphalt block pavement, \$29,672.50; and three 9-inch crossings, \$3,600.00; on White Plains road Eastchester, from Main street, Tuckahoe, to Scarsdale: 6,139 square yards of macadam paving \$6,139.00; and 2,886 untreated ties, \$1,731.60; 37 iron center poles removed from White Plains avenue on account of erection of elevated structures, \$1,031.88 and cost of 37 wooden poles replaced with iron poles on North avenue, New Rochelle, \$138.75; total retired, \$67,860.06; salvage, \$4,798.81; charged to Surplus, \$63,061.24.

Fixed Capital Installed Since December 31, 1908

Item	INSTALLED DURING YEAR		Retired or withdrawn during year (deducted)	Total cost to June 30, 1916
	Additions and betterments	Renewals and replacements		
Intangible street railway capital..				\$176 50
Street railway land.....	\$18,113 00			20,795 93
Grading.....	206 37			1,300 66
Ties.....	3,817 09	\$4,436 09		17,715 21
Rails, rail fastenings, and joints..	676 97	16,293 11		57,514 58
Special work.....	6,184 90	3,000 00		18,650 60
Track laying and surfacing.....	* 6,532 28	7,098 72		43,671 07
Paving.	* 10,978 99	35,811 50		182,787 21
Roadway tools.....				1,757 89
Bridges, trestles, and culverts....				961 14
Crossings, fences and signs.....				200 00
Interlocking and other signal apparatus.....				539 98
Poles and fixtures.....	787 36	138 75		4,844 29
Transmission system.....				2,066 66
Distribution system.....	359 26			16,416 10
Sub-station buildings.....				52 00
General office buildings and fixtures.....				48,405 56
Shops and carhouses.....				3,558 17
Stations, waiting rooms, and miscellaneous buildings.....	13,061 82			14,613 05
Substation equipment.....				23,024 77
Shop equipment				820 92
Revenue cars.....			\$936 00	9,568 92
Electric equipment of cars.....				2,105 25
Other rail equipment.....				1,305 84
Miscellaneous equipment.....				6,034 00
Engineering and superintendence.	* 4 93			1,786 75
Law expenditures during construction.....				607 15
Total.....	\$60,722 97	\$66,778 17	\$936 00	\$481,280 20

DETAILS OF EXPENDITURES FOR IMPROVEMENTS

	Charged to fixed capital
Replacing untreated ties with creosoted ties on White Plains Road, Eastchester from Main street, Tuckahoe, to Scarsdale line, and also installing brick paving...	* \$17,090 36
Garage erected on company's property at South Fifth avenue, below 6th street, Mount Vernon.....	3,307 45
Installation of tracks and extra counterbalance on South Fulton avenue bridge, Mount Vernon.....	1,156 49

* Of this amount, \$61.70 represents adjustment, credited to Engineering and superintendence.
* Adjustment of \$84.25 included, credited to Engineering and superintendence.
* Credit adjustments of \$145.95 included therein.
* Charges of \$3,588.93 were also made to operating expenses for this project.

The Westchester Electric Railroad Company

DETAILS OF EXPENDITURES FOR IMPROVEMENTS — *Concluded*

	Charged to fixed capital
Replacing 9" Trilby rail, Sec. 107-333 on untreated ties with 7" girder rail, Sec. 116-434, on crosoted ties; replacing three single crossovers with one double and one single crossover; removing asphalt block paving and installing granite block inside of tracks and asphalt block outside of tracks, relocated to ten-ft. centers on account of elevated structure — all above on White Plains avenue, from 233d street to city line.....	\$64,498 49
New Rochelle R. R. Station Loop — removal of stub terminal in Mechanic street and installation of a loop terminal.....	9,792 06
Installation of turnout on Fifth avenue, south of Lorenz avenue.....	2,755 99
Purchase of property at Nos. 68-70 Mechanic street, New Rochelle, and two lots in the rear.....	22,189 03
Purchase of property at southeast corner of South Fifth avenue and Sixth street, Mount Vernon.....	4,500 00
Mechanic street waiting room, alterations on building.....	1,178 33
Removing 37 wooden poles and installing 5-inch iron poles, North avenue, New Rochelle.....	595 70
Track installation in Division street yard.....	437 23
Total.....	\$127,501 14

Advances to Associated Companies.— New York, Westchester and Connecticut Traction Co., \$87,488.25; Pelham Park and City Island Railway Co., \$828.32; and Third Avenue Railway Company, \$28,471.72; total, \$116,788.29.

Special Deposits.— Coupon special deposits, \$12,600.

Materials and Supplies.— Roadway and track material, \$34,156.22; for maintenance of way and structures, \$381.81; for maintenance of equipment, \$3,015.64; for operation of cars, \$34.28; and telephone materials, \$118.83; total, \$37,706.78.

Prepayments.— Taxes, \$9,640.72; insurance, \$807.13; and rents, \$125.00; total, \$10,572.85.

Equipment Retired.— Five leased closed passenger cars returned to Union Railway Co., and one leased convertible car returned to Third Avenue Railway Co.

DETAILS OF LIABILITIES AND CREDIT BALANCES

Particulars of Stock and Funded Debt	Securities	
	Common stock	First mortgage bonds
Nominal date of issue.....	_____	July 1, 1893
Date of maturity.....	_____	July 1, 1943
Interest, rate and dates.....	_____	5%, Jan., July
Denominations.....	1 share = \$100	\$500
Authorized by company.....	\$500,000	500,000
Authorized by public authority.....	500,000	500,000
Actually issued, prior to year.....	500,000	¹⁰ 500,000
Cash realized.....	N. R.	207,925
Property consideration.....	N. R.	270,000
Actually outstanding.....	500,000	500,000
Interest accrued and dividends declared.....	.....	25,000
Interest charged to income.....	_____	25,000
Interest and dividends paid.....	.....	24,925
Interest and dividends matured and unpaid.....	.....	12,600
Market price: Highest, lowest.....	.....	H. 95; L. 85
Trustee under mortgage.....	_____	Parkers Trust Co.

Bills and Accounts Owing to Associated Companies.— Working advances, on open account: Union Railway Co. of N. Y. City, \$85,518.38. Third Avenue Ry. Co., \$15,895.80; Yonkers R. R. Co., \$1,295.69; total, \$102,709.87. Construction advances: Third Avenue Ry. Co., cash advanced, \$193,358.23; 4-per cent demand note, \$1,307,221.82, interest accrued, \$52,288 80; interest paid,

¹⁰ [Reports of June 30, 1906, to Board of Railroad Commissioners, shows \$270,000 issued for purchase of road and \$230,000 issued for cash.]

The Westchester Electric Railroad Company

\$4,357.40; 5-per cent demand note, \$153,536.36; interest accrued, \$5,458.96; Union Ry. Co. of N. Y. City, 4-per cent demand note, \$491,402.99; interest accrued, \$19,656.12; total construction advances, \$2,145,519.50; total interest accrued, \$77,403.88; total paid, \$4,357.40.

Taxes Accrued.— See schedule supporting Income statement.

Reserves.— Accrued amortization of capital: Balance, June 30, 1915, \$90,000; credits during year at the rate of \$2,500 per month for the 6 months ending December 31, 1915, \$15,000; balance, June 30, 1916, \$105,000.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Revenue from transportation.....	\$465,291 17	D \$16,059 68
Other street railway operating revenues.....	114,939 37	D 3,407 52
Total operating revenues.....	\$580,230 54	D \$19,467 20
Operating expenses:		
Maintenance of way and structures.....	\$88,634 19	\$11,485 01
Maintenance of equipment.....	20,525 21	2,186 37
Depreciation ¹¹	15,000 00	D 15,000 00
Power.....	84,540 87	D 90 68
Operation of cars.....	188,497 93	4,787 56
Injuries to persons and property.....	16,016 06	3,763 59
Other general expenses.....	28,018 77	D 2,597 56
Total operating expenses.....	\$441,233 03	\$4,534 29
Taxes accrued.....	33,420 24	D 1,835 37
Total revenue deductions.....	\$474,653 27	\$2,698 92
Operating income.....	\$105,577 27	D \$22,166 12
Non-operating income:		
Interest on bank balances, \$255.27; on deposit to pay interest and taxes, \$469.30; on New York City corporate stock, \$233.75.....	958 32	188 04
Gross income applicable to corporate and leased properties.....	\$106,535 59	D \$21,978 08
Deductions from gross income:		
Interest on funded debt.....	\$25,000 00	.....
Interest on amounts due to associated companies.....	77,403 88	\$5,458 96
Track and terminal privileges.....	43,052 02	D 4,551 09
Hire of equipment.....	27,038 00	27,038 00
Miscellaneous rent deductions.....	3,201 20	890 00
Total income deductions.....	\$175,695 10	\$28,835 87
Net corporate loss.....	\$69,159 51	\$50,813 95

CORPORATE DEFICIT

	Amount
Deficit, June 30, 1915.....	\$883,220 37
Deficit for year, transferred from income.....	69,159 51
Fixed capital, Dec. 31, 1908, retired.....	63,061 34
Additional federal income taxes applicable to years 1913 and 1914 paid.....	253 57
Total debits.....	\$1,015,694 69

¹¹ [So reported by company. See details under *Depreciation*.]

The Westchester Electric Railroad Company

CORPORATE DEFICIT — *Concluded*

Sale of scrap copper trolley wire, replaced in June, 1915.....	\$1,229 44	
Sale of cable to Union Ry. Co., of N. Y. City in 1909, charged in current year.....	367 60	
Total credits.....		\$1,597 04
Deficit, June 30, 1916.....		<u>\$1,014,097 65</u>

Operating Revenues.— For details, see Table XIII.

Operating Rents Receivable.— Rent of tracks and terminals: For cars operated over respondent's road: Union Ry. Co. of N. Y. City, \$44,219.43 (for passengers carried on Mt. Vernon line, at 1.5 cents each; for passengers carried on White Plains line, at 0.6 cents each: plus \$3,640 per annum to cover interest and depreciation on value of track used) Westchester Street Railroad Co., \$33,060.69 (for passengers carried on Mt. Vernon and Scarsdale line, at 3 cents each, plus \$400 per annum per mile of single track for use of overhead construction); New York and Stamford Railroad Co., \$20,609.61 (for passengers carried on New Rochelle and Larchmont line, at 3 cents each; plus \$400 per annum per mile of single track for use of overhead construction); The Yonkers Railroad Co., \$795 (10 per cent per annum to cover interest and depreciation on value of tracks used, Harlem Railroad station to Bronx River, West Mt. Vernon, and Harlem Railroad station to Bronx River, Tuckahoe); total, \$98,684.73.

Rent of buildings and property: New York Edison Co., rental of ducts, \$712.08.

Advertising privileges: Proportion of advertising contract made by the Third Avenue Ry. Co. with the N. Y. Car Advertising Co., \$1,408.66.

Operating Expenses.— For details, see Table XIV.

Depreciation.— The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation. Two depreciation accounts have been provided in operating expenses: "Depreciation of Way and Structures" and "Depreciation of Equipment," and amounts charged to these accounts are concurrently credited to the account "Accrued Amortisation of Capital," the official title of the depreciation reserve. This company has filed no rule to comply with the above. During the 6 months ending December 31, 1915, it charged \$2,500 per month to an account called "Depreciation" without distribution between Depreciation of way and structures and Depreciation of equipment.¹²

Power Bought, Sold or Exchanged

NAME OF COMPANY	Total number of kw. hours delivered	Average price per kw. hour (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
<i>Power purchased</i>					
Third Ave. Ry. Co., A. C.....	8,860,000	1.0	\$88,600 00		\$88,600 00
<i>Power exchanged</i>					
Union Ry. Co. of N. Y. City, D. C..	1,484,442	1.2	17,813 31		17,813 31
Union Ry. Co. of N. Y. City, D. C.	1,783,825	1.2	21,405 90		Cr. 21,405 90
Yonkers R. R. Co., D. C.....	6,945	1.2	83 33		Cr. 83 33
N. Y., Westchester & Conn. Traction Co., D. C.....	475,093	1.2	5,701 13		Cr. 5,701 13
<i>Power sold</i>					
Westchester St. R. R. Co., D. C.... ¹³			10,905 73	\$10,905 73	
N. Y. & Stamford R. R. Co., D. C. ¹³			3,228 17	3,228 17	
Total.....	—	—	—	\$14,133 90	\$79,222 95

¹² Included under "Depreciation of Equipment" in Table XIV.

¹³ The charge for power is based on a price of 4.9 cents per car-mile.

The Westchester Electric Railroad Company

Joint Facilities.— Maintenance of tracks and overhead: For respondent's cars operated over tracks of Union Ry. Co., \$12,012.35, charged to operating expenses; for cars of Union Ry. Co., operated over respondent's tracks, \$8,052.10, credited to operating expenses; for cars of Yonkers R. R. Co. operated over respondent's tracks, \$898, credited to operating expenses.

Class of taxes	Taxes			
	Amount of levy	Charged to income	Amount paid	Due and unpaid
Real estate:				
Mt. Vernon.....	\$3,217 15	\$2,887 49	\$3,217 15	.....
New Rochelle.....	574 26		“ 682 95	.....
Special franchises:				
City of New York.....	3,241 35	17,046 59	3,241 35	.....
City of Mt. Vernon.....	6,423 48		6,423 48	.....
City of New Rochelle.....	6,506 42		“ 9,517 71	.....
City of Yonkers.....	644 40		“ 644 40	.....
Town of Pelham.....	729 85		729 85	.....
Town of Mamaroneck.....	75 36		“ 75 36	.....
Town of Eastchester.....	881 24		881 24	.....
Village of Tuckahoe.....	216 03		“ 436 90	.....
Village of Pelham Manor.....	398 82		“ 765 81	.....
Village of Pelham.....	28 05		“ 722 23	.....
Village of North Pelham.....	123 98		“ 137 15	.....
Village of Bronxville.....	314 85		“ 638 70	.....
Gross earnings — city:				
New Rochelle.....	3,687 12	3,674 46	3,687 12	.....
Mount Vernon.....	3,686 34	3,631 99	3,686 34	.....
North Pelham village.....	187 39	201 44	187 39	.....
Pelham Manor village.....	269 27	259 16	269 27	.....
Pelham village.....	120 73	116 61	120 73	.....
Gross earnings — state.....	5,523 08	5,361 78	5,523 08	.....
Income — federal.....	240 72	240 72	“ 494 29	.....
Total.....	\$37,089 89	\$33,420 24	\$42,082 50	.....

Miscellaneous Rent Deductions.— Track and terminal privileges: Union Ry. Co. of N. Y. City, passengers carried on Bedford Park line at one cent each; on New Rochelle and 177th Street line, at 2 cents each; plus \$10,000 per annum to cover interest and depreciation on value of track used, \$43,051.07; Third Avenue Railway Co., use of tracks, 65th street shop, \$0.95; total, \$43,052.02.

Hire of equipment: Third Avenue Railway Co., revenue cars at \$40 per month, \$24,200; Union Railway Co. of N. Y. City, revenue cars at \$40 per month (January 1 to June 30, 1916), \$1,200; service cars (same period) at \$1 per day, \$1,638; total, \$27,038.

Miscellaneous: Waiting room, Mt. Vernon, \$1,200; waiting room, New Rochelle, \$600; land used as trolley terminal loop at Railroad Place, New Rochelle, \$900; rents of poles in Mt. Vernon and New Rochelle, payable to Westchester Lighting Co., \$381.20; land occupied by sub-station in Mt. Vernon, payable to New York Railways Co., \$120; total, \$3,201.20.

“ Includes 1915 taxes.
“ For year 1915.
“ Of this amount, \$253.57 was for the years 1913 and 1914 and was charged to surplus. The remainder, \$240.72, covers the year 1915.

The Westchester Electric Railroad Company
DESCRIPTION OF ROAD AND EQUIPMENT

MILES OF ROAD AND TRACK, JUNE 30, 1916

Electrically Operated Surface Line, Overhead Trolley Contact

NAME OF ROAD OR BRANCH	Road	Second track	Sidings and turnout ^c	All running track	Increase or (D) decrease
<i>Road owned by respondent under title in perpetuity</i>					
IN CITY OF NEW YORK, BRONX					
White Plains road, 233d street to City line.....	1.038	1.038	.034	2.110	D .006
Dyre avenue, City line to Boston road.....	.485	.....	.....	.485	.....
Town Dock road, Boston road to Inveremere road ¹⁷.....	.409	.....	.....	.409	.....
Inveremere road, Town Dock road to Inveremere terminal ¹⁷.....	.135	.....	.....	.135	.....
Town Dock road, Inveremere road to Town Dock ¹².....	.064	.....	.....	.064	.....
IN CITY OF MOUNT VERNON:					
West Lincoln avenue, City line to Scott's bridge	.353	.353	.....	.706	.....
West 1st street, Scott's bridge to First avenue..	.527	.527	.024	1.078	.....
Mt. Vernon avenue, West 1st street to Railroad avenue.....	.328	.313	.....	.641	.....
Railroad avenue, Mt. Vernon avenue to Mt. Vernon R. R. station.....	.042	.....	.....	.042	.....
South Fifth avenue, West 1st street to City line.	1.426	.....	.094	1.520	.....
Fourth avenue, West 1st street to East 3d street.	.402	.....	.....	.402	.....
South Fulton avenue, East 3d street to car barn building line.....	1.095	1.009	.111	2.215	.....
Sixth street, South Fifth avenue to Mt. Vernon — Pelham line.....	1.019	1.000	.....	2.019	.....
East 3d street, South Fifth avenue to Mt. Vernon — Pelham line.....	1.325	.....	.194	1.519	.....
North Fourth avenue, 1st street to Gramatan avenue ¹⁷.....	.413	.....	.....	.413	.....
Gramatan avenue, North Fourth avenue to Poplar street ¹⁷	1.222	.....	.058	1.280	.....
Poplar street, Gramatan avenue to Bronxville line ¹⁷.....	.031	.....	.....	.031	.....
Oakley avenue, North Fourth avenue to North Third avenue ¹⁷.....	.059	.....	.....	.059	.....
Oakley avenue, North Third avenue to Crary avenue ¹⁷.....	.078	.....	.....	.078	.....
East Lincoln avenue, North Fourth avenue to North Third avenue ¹⁷.....	.042	.....	.....	.042	.....
Mt. Vernon avenue, N. Y. C. R. R. tracks, Mt. Vernon to Yonkers line ¹⁷.....	.086	.086	.012	.184	.....
IN CITY OF NEW ROCHELLE:					
Main street, Pelham town line to Mamaroneck town line.....	2.381	.763	.142	3.286	.....
Drake avenue, Main street to Pelham Shore road	.660	.660	.032	1.352	.....
Pelham Shore road, Drake avenue to Neptune street.....	.107	.107	.....	.214	.....
Neptune street, Pelham Shore road to Glen Island dock.....	.286	.....	.025	.311	.....
Franklin avenue, Main street to Pelham Shore road.....	.447	.....	.041	.488	.....
Hugenot street, Main street to North avenue...	.507	.....	.....	.507	.....
Division street, Hugenot street to Union avenue.	.151	.....	.012	.163	.035
Union avenue, Division street to Charles street.	.265	.....	.....	.265	.....
Charles street, Union avenue to Washington avenue.....	.074	.....	.....	.074	.....
Washington avenue, Charles street to Webster avenue.....	.055	.....	.....	.055	.....
Webster avenue, Washington avenue to Mayflower avenue.....	.868	.....	.049	.917	.....
Mayflower avenue, Webster avenue to Pelhamdale avenue.....	.373	.....	.....	.373	.....
Pelhamdale avenue, Mayflower avenue to Hutchinson river.....	.181	.....	.....	.181	.....
North avenue, Hugenot street to Mill road.....	3.141	1.581	.130	4.852	.....
Mill road North avenue to Eastchester line....	.133	.....	.....	.133	.....
Fifth avenue, Rockland place to Mill road.....	.315	.....	.....	.315	.....

¹⁷ Track unused by respondent.

¹² See this note on page 917.

The Westchester Electric Railroad Company
DESCRIPTION OF ROAD AND EQUIPMENT — Continued

NAME OF ROAD OR BRANCH	Road	Second track	Sidings and turnout	All running track	Increase or (D) decrease
<i>Road owned by respondent under title in perpetuity — Continued</i>					
IN CITY OF NEW ROCHELLE — Continued					
Mechanic street, Huguenot street to Railroad place.....	.071	.....	.....	.071	D .011
Bridge street, Huguenot street to Railroad place..	.067	.....	.....	.067	.013
Rose street, Huguenot street to Main street.....	.227	.....	.....	.227	.....
Railroad place, Division street to Bridge street..	.138	.....	.....	.138	.138
Hudson Park road, Pelham Shore road to Hudson Park.....	.210	.....	.....	.210	.....
IN TOWN OF EASTCHESTER:					
Mill road, New Rochelle line to White Plains road.....	.796	.....	.....	.796	.....
Old White Plains road, Mill road to Main street..	.151	.....	.....	.151	.....
Main street, Old White Plains road to Tuckahoe line.....	.500	.....	.047	.547	.....
White Plains road, Mill road to Scarsdale line ¹⁷ ..	1.769	.....	.057	1.826	.....
IN VILLAGE OF BRONXVILLE: ¹⁷					
Poplar street, Mt. Vernon line to Midland avenue..	.122	.....	.....	.122	.....
Midland avenue, Poplar street to Tuckahoe line..	.807	.....	.....	.807	.....
IN VILLAGE OF TUCKAHOE:					
Midland avenue, Eastchester line to Main street..	.063	.....	.....	.063	.....
Main street, Midland avenue to N. Y. C. R. R. tracks.....	.409	.....	.....	.409	.....
Midland avenue, Bronxville line to Main street ¹⁷ ..	.250	.....	.026	.276	.....
Main street, N. Y. C. tracks to Yonkers avenue ¹⁷ ..	.050	.....	.....	.050	.....
Tuckahoe road, Main street to Bronx river ¹⁷....	.286	.....	.....	.286	.....
IN VILLAGE OF PELHAM:					
Wolf's lane, N. Pelham line to Colonial avenue..	.567	.....	.....	.567	.....
E. Third street, Mt. Vernon line to Wolf's lane..	.122	.....	.....	.122	.....
Colonial avenue, Pelham line to Pelhamdale avenue.....	.266	.266	.012	.544	.....
IN VILLAGE OF NORTH PELHAM:					
Fifth avenue, Pelham line to Mayflower avenue..	.851	.....	.037	.888	.....
Pelhamdale avenue, Mayflower avenue to Hutchinson river.....	.181	.....	.....	.181	.....
Fourth street, Mt. Vernon line to Eighth avenue ¹⁷ ..	.340	.....	.....	.340	.....
Fourth street, Eighth avenue to New Rochelle line ¹⁷ ..	.138	.....	.....	.138	.....
IN VILLAGE OF PELHAM MANOR:					
Pelhamdale avenue, Colonial avenue to Shore road.....	1.462	.471	.062	1.995	.....
Boston turnpike, Pelhamdale avenue to Pelham town line.....	.876	.376	.....	.752	.....
Boston turnpike (formerly town of Pelham)....	.023	.023	.....	.046	.....
IN TOWN OF MAMARONECK:					
Boston turnpike, New Rochelle line to Larchmont line.....	.218	.....	.....	¹⁹ .218	.....
Total.....	30,983	8.573	1.199	40.755	.169
<i>Road of associated company in possession of respondent</i>					
Owned by N. Y., Westchester and Connecticut Traction Company					
Fifth avenue, North avenue to Rockland place..	.753	.028	.037	.818	.037
Lawton street, Huguenot street to Main street...	.195	.....	.....	.195	.....
Total.....	.948	.028	.037	1.013	.037

¹⁷ Track unused by respondent.
¹⁹ Whereof unused, .170.

The Westchester Electric Railroad Company
DESCRIPTION OF ROAD AND EQUIPMENT — Concluded

NAME OF ROAD OR BRANCH	Road	Second track	Sidings and turnouts	All running track	Increase or (D) decrease
<i>Road occupied under trackage rights from associated companies</i>					
<i>Owned by Union Railway Co. of N. Y. City</i>					
White Plains road, 233d street to Allerton avenue	2.031	2.031	.025	4.087	.012
West Farms road, Bronx river to West Farms siding	.067	.044	.....	.111	.....
Gun Hill road, White Plains road to Webster avenue	.312	.272	.041	.625	.....
Webster avenue, Gun Hill road to Bedford Park siding	1.158	1.131	.....	2.289	.....
<i>Owned by Bronx Traction Company</i>					
White Plains road, Allerton avenue to Boston road	.458	.458	.....	.916	.....
Boston road, White Plains road to Bronx Park — east	.235	.235	.....	.470	.....
Bronx Park — east, Boston road to White Plains road	.422	.422	.....	.844	.....
White Plains road, Bronx Park — east to Morris Park avenue	.347	.347	.....	.694	.....
Morris Park avenue, White Plains road to West Farms road	.562	.562	.....	1.124	.....
West Farms road, Morris Park avenue to Bronx river	.238	.238	.....	.476	.....
Total	5.830	5.740	.066	11.636	.012
Total track operated	37.781	14.341	1.302	53.404	.218
Whereof owned	30.983	8.573	1.199	40.755	.169
Whereof maintained	31.931	8.601	1.236	41.768	.206
Whereof trackage rights and joint track maintained by others	5.830	5.740	.066	11.636	.012

Length of track in car houses, yard, etc., in City of Mt. Vernon, 0.987 miles; in New Rochelle, 0.026 miles.

Details of Track, Roadway and Electric Line Construction

Items	Added during year	Removed during year	At close of year ²²
Ballast — Miles of track laid on concrete construction	3.377	6.974	21.088
Miles of track laid on native material	.081	1.806	13.970
Ties ²¹ — Number of wood ties, treated	16,488	.....	25,377
Number of wood ties, untreated	70	15,709	79,983
Miles of track laid on ties	3.458	8.780	35.058
Rail (miles of track): ²²			
9 inch — 125 lbs.	.018	.....	.018
9 inch — 109 lbs.	.....	.....	.402

¹⁸ Whereof 6.710 miles of track unused by respondent, 6.471 road, .086 second track, 153 sidings.

²⁰ Changes from figures reported last year, not shown as added or removed during the year, are due to the remeasurement or reclassification, or unused track which was included in this schedule last year but omitted this year.

²¹ Ties laid during year, 16,558; cost at distributing point, \$15,193.41; charged to replacement in fixed capital, \$4,436.09; charged to additions and betterments, \$3,817.09, charged to operating expenses, \$6,940.23.

²² Rails laid during the year, 771.05 tons; 722.68 tons 116-lb. girder, 7.87 tons 125-lb. girder, 25 tons second-hand 96-lb. girder and 15.5 tons second-hand 107-lb. girder. Total charges, including \$1,332.64 for fastenings and \$289.92 for small renewals for which no record of weights or tonnage is reported, \$30,970.66; salvage \$5,820.74; of which \$2,617.63 is applied to operating expense and \$3,203.11 account of fixed capital retired; charged to operating expenses, \$11,382.95; to additions and betterments on fixed capital, \$676.97; to replacements in fixed capital, \$16,293.11.

The Westchester Electric Railroad Company
Details of Track, Roadway and Electric Line Construction — Concluded

Items	Added during year	Removed during year	At close of year
Rail (miles of track) — Continued:			
9 inch — 107 lbs.....	.105	2.541	20.538
9 inch — 106 lbs.....	.....	.011	6.720
9 inch — 90 lbs.....	.....	.437	1.762
7 inch — 116 lbs.....	3.077	.....	4.458
7 inch — 96 lbs.....	.....	.....	.510
7 inch — 91 lbs.....	.....	.....	.655
Rail joints (miles of track):			
Bolted plates.....	1.791	5.752	26.668
Electric weld.....	1.667	3.028	8.390
Rail bonds (miles of track):			
Miscellaneous types.....	1.791	5.752	26.668
Welded joints.....	1.667	3.028	8.390
Paving (miles of track):			
Macadam.....	.....	2.387	4.192
Amiesite.....	.....	.415	5.128
Wood block.....	.....	.011	.020
Brick.....	.499	2.508	14.063
Bitulithic.....	.035	.170	.857
Granite block.....	.142	.002	1.838
Asphalt sheet.....	.....	.008	1.511
Asphalt block.....	.074	.043	4.403
Concrete.....	0.886	.....	2.020
Plank.....	.....	.....	.005
Dirt.....	.....	1.414	.971
Poles (number):			
Wood, untreated.....	.....	187	878
Iron.....	210	.....	2,328
Overhead construction (miles of line):			
Span wire.....	.493	.....	27.345
Side bracket.....	.....	.....	2.907
Center pole.....	.....	1.038	.890
Wood trough.....	.776	.....	.806
Trolley wire (miles):			
Copper 2/0 round.....	.201	.....	41.048
Underground conduit (miles of line):			
Terra cotta and fire clay.....	.....	.....	1.07
Underground conduit (duct miles):			
Terra cotta and fire clay.....	.....	.....	4.23
Transmission cables — underground (voltage 6,600):			
4/0-3 conductor, paper and lead.....	.....	.....	16.19
Transmission cables — overhead (voltage 600):			
No. 4 for office building.....	.....	.....	3.554
Distribution cables — underground (voltage 575):			
1,000,000 C. M. paper and lead.....	.....	.....	.060
Distribution cables — overhead (voltage 575):			
[500,000] C. M. weatherproof.....	.....	.....	37.57
4/0 weatherproof, insulated.....	.....	.....	4.60
[1,000,000] C. M. weatherproof.....	.....	.....	.104

Cars.— Revenue cars in service, 125, of which 20 are owned and 105 leased (100 from the Third Avenue Ry. Co., and 5 from the Union Ry. Co. of New York City); service cars, 12, of which 2 are owned and 10 are leased (9 from the Union Ry. Co. of New York City and 1 from the Third Ave. Ry. Co.). (For details, see Table II.)

Power Plant Equipment.— See Table III.

Miscellaneous.— Sub-station, 1; office building, 1; car house and repair shop, 1; passenger stations leased, 2; transfer points with respondent's cars, 20; with cars of associated companies, 5; with cars of other companies, 7; total, 32. One telephone line, 3.71 miles long (7.42 miles of wire) is owned and operated by respondent.

The Westchester Electric Railroad Company
OPERATING STATISTICS

Operating Ratios.— See Table XV.

Passengers Carried.— Revenue passengers, 9,423,265 (whereof 5-cent fares, 9,107,803; 2½-cent fares, 315,462); transfers, 2,994,925; free, no record. Car Miles.— Revenue, 2,471,210 (whereof active passengers 2,365,910; idle passengers, 100,983; special, 4,317); non-revenue, 9,030. Car-seat Miles.— 101,998,869. Car Hours.— 294,707 (whereof passenger, active and idle, 293,816; special, 891). (For details of traffic statistics, see Tables V–VIII.)

Power.— See Table IV.

Accidents.— Persons killed, 1; serious injuries, 31; minor injuries, none, total, 32. Total amount paid for injuries and damages sustained in current year, \$7,523.93; for injuries and damages sustained in prior years, \$3,491.42; total, \$11,015.35. (For details of accidents, see Tables X and XI.

Employees and Wages.— See Table XII.

Officers.— President, F. W. Whitridge; Vice-President and General Manager, E. A. Maher; Secretary, S. E. Martin; Treasurer, A. D. Sage; Assistant Secretary and Assistant Treasurer, J. F. Feely; Auditor, Reune Martin; General Counsel, Young, Seacord and Ritchie; General Superintendent, W. B. Wheeler; General Purchasing Agent, Chas. Witzel.

Directors.— F. W. Whitridge; H. Bronner, E. M. Burghard, G. W. Davison, A. Iselin, Jr., E. A. Maher, W. E. Roosevelt, A. W. Scholle, J. H. Seaman.

Main Business Office.— 2396 Third Avenue, New York City.

Report verified by Edward A. Maher, Vice-President and General Manager, September 29, 1916.

WESTCOTT EXPRESS COMPANY

History.— Formed by consolidation of Westcott Express Company (original company of same name) and the Consolidated Transfer Company under Section 8 of the Business Corporations Law on November 28, 1894. The original company of the same name was incorporated under Chapter 567 of the Business Corporations Law of 1890, Section 2, on October 20, 1894. Agreement for consolidation dated November 7, 1894, was approved and ratified November 26, 1894, by vote of two-thirds of stock. The Consolidated Transfer Company was incorporated under the Business-Corporations Law, Sections 3 and 4, on September 2, 1891. Agreement for consolidation was approved and ratified by two-thirds vote of stock at a meeting held in Albany, New York, on November 28, 1894. Respondent's business is the transfer of baggage and passengers to and from residences and railroad terminals. It has agreements with the Delaware, Lackawanna & Western Railroad, New York Central Railroad, Troy Union Railway, New York, New Haven and Hartford Railroad, Erie Railroad (and at Rochester), New York, Ontario & Western Railway (and at Utica) and Pennsylvania Railroad (Rochester). Much of its business however is not covered by such agreements. Control over respondent was acquired by the American Express Company on March 31, 1903, by the purchase of the majority of its stock.

Stockholders and Members.— Total shares of stock, 1,500 of preferred of \$100 par value each and 5,000 shares of common of \$100 par value each; total, 6,500 to \$650,000 par value.

All of this stock, as of June 30, 1916, was held by the American Express Co.— except the seven qualifying shares held by the directors.

BALANCE SHEET		Increase or	
June 30, 1915	ASSETS SIDE	June 30, 1916	(D) decrease
\$596,207 36	Equipment — cost.....	\$582,952 83	D \$13,254 53
224,975 44	Less accrued depreciation.....	275,794 73	50,819 29
371,231 92	Net investment in equipment.....	307,158 10	D 64,073 82
4,827 20	Other investments.....	256,806 40	251,979 20
87,750 55	Cash.....	8,628 66	D 84,121 89
189 00	Special deposits.....		D 189 00
5,479 30	Net balance; receivable from agents.....	7,164 19	1,684 89
24,145 84	Miscellaneous accounts receivable.....	30,689 40	6,543 56
29 18	Interest receivable.....	4,716 66	4,687 48
290 00	Working fund advances.....	290 00	.....
75 31	Other current assets.....	117 97	42 66
136 70	Deferred assets.....	331 70	195 00
755 02	Prepayments ¹	5,274 53	4,519 51
\$494,910 02	Total.....	\$616,177 61	\$121,267 59

¹ Rents and insurance premiums, \$4,040.65; taxes, \$486.37; auto licenses, \$747.51.

924 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Westcott Express Company			
BALANCE SHEET — <i>Concluded</i>			
June 30, 1915	LIABILITIES SIDE	June 30, 1916	Increase or (D) decrease
\$500,000 00	Common stock.....	\$500,000 00	.....
150,000 00	Preferred stock.....	150,000 00	.....
17,512 08	Audited accounts and wages unpaid.....	29,187 98	\$11,675 90
4,203 03	Miscellaneous accounts payable (railroad tickets).....	1,849 19	D 2,353 84
58 00	Matured dividends unpaid.....	58 00	.....
.....	Deferred liabilities.....	98 05	98 05
30,015 61	Operating and insurance reserve.....	35,778 32	5,762 71
Dr. \$06,878 70	Corporate deficit.....	Dr. 100,793 93	106,084 77
<u>\$494,910 02</u>	<u>Total.....</u>	<u>\$616,177 61</u>	<u>\$121,267 59</u>

Equipment — Book Cost				
	Balance at beginning of year	Additions during year	Withdrawn or retired during year	Balance at end year
Equipment — baggage.....	\$333,736 81	¹ \$2,858 23	² \$9,306 60	\$326,788 44
Equipment — cab.....	262,470 55	⁴ 1,317 22	⁵ 7,623 38	256,164 39
Total.....	<u>\$596,207 36</u>	<u>\$3,675 45</u>	<u>\$16,929 98</u>	<u>\$582,952 83</u>

Equipment						
	NUMBER OF UNITS				INVENTORY VALUES ⁶	
	At first of year	Added ⁷	Retired ⁷	At end of year	At first of year	At close of year
Baggage Equipment						
Automobile trucks.....	114	.....	.....	114	\$224,528 98	\$194,102 22
Double wagons.....	7	.....	1	6	283 46	194 57
Single wagons.....	77	.....	23	54	4,202 00	2,622 07
Sleighs and bobs.....	32	.....	1	31	498 75	421 94
Horses.....	54	9	15	48	6,338 71	5,318 44
Harness equipment.....	61	.....	2	59	573 71	411 33
Office furniture and equipment.....	465	16	29	452	4,132 44	3,787 80
Trucks, carts, etc.....	21	.....	2	19	72 99	68 87
Stable equipment.....	11	1	2	10	102 12	59 44
Garage equipment.....	2	.....	.....	2	435 48	389 76
Total.....	<u>844</u>	<u>26</u>	<u>75</u>	<u>795</u>	<u>\$241,168 64</u>	<u>\$207,376 44</u>
Cab Equipment						
Cabs (single horse drawn)...	6	.....	3	3	\$1,820 25	\$875 85
Omnibuses and coaches (double horse drawn).....	14	.....	6	8	2,623 41	1,189 65
Automobiles.....	86	1	.....	87	113,822 12	89,726 01
Omnibuses (auto).....	7	.....	.....	7	8,613 65	6,397 10
Sleighs.....	12	.....	.....	12	815 32	686 27
Horses.....	7	.....	5	2	741 83	101 00
Harness equipment.....	15	.....	3	12	423 19	253 31
Office furniture and equipment.....	6	7	1	12	288 07	320 61
Garage equipment.....	7	.....	3	4	915 44	231 86
Total.....	<u>160</u>	<u>8</u>	<u>21</u>	<u>147</u>	<u>\$130,063 28</u>	<u>\$99,781 66</u>

¹ Includes \$1295.16 transferred from cab equipment.

² Includes \$470 on account of property disposed of in June 1915, and \$285.40 transferred to cab equipment.

⁴ Includes \$285.40 transferred from baggage equipment, and \$233.87 salvage on parts recovered from auto cab destroyed by fire and used in reconstruction.

⁵ Includes \$1295.16 transferred to baggage equipment, and \$308.78 accrued depreciation on auto body used in reconstruction of cab destroyed by fire.

⁶ These values are after deduction of depreciation.

⁷ Includes transfers from baggage equipment to cab equipment and vice versa.

Westcott Express Company
Vehicles

CLASS OF VEHICLE	Number	Type of Vehicle	Average weight per vehicle (pounds)	Motive power	Service
Motor truck...	27	Packard, 2-ton.....	6,147	Gasoline, 26.4 horse power...	Baggage
Motor truck...	2	Hurlburt, 2-ton.....	5,580	Gasoline, 27.2 horse power...	Baggage
Motor truck...	30	Alco, 2-ton.....	6,115	Gasoline, 32.4 horse power...	Baggage
Motor truck...	5	Peerless, 3-ton.....	8,500	Gasoline, 32.4 horse power...	Baggage
Motor truck...	6	Alco, 3-ton.....	6,520	Gasoline, 24.8 horse power...	Baggage
Motor truck...	13	Alco, 3½-ton.....	7,787	Gasoline, 40 horse power....	Baggage
Motor truck...	2	Studebaker, 3½-ton...	10,225	Electric, 7.5 horse power....	Baggage
Motor truck...	1	G. Vehicle, 3½-ton...	9,800	Electric, 6 horse power.....	Baggage
Motor truck...	12	Baker, 2 ton.....	6,741	Electric, 6 horse power.....	Baggage
Motor truck...	2	Baker, 2-ton.....	6,830	Electric, 2 horse power.....	Baggage
Motor truck...	14	Baker, 2-ton.....	7,292	Electric, 4 horse power.....	Baggage
Motor cabs...	77	Alco.....	3,093	Gasoline, 24.8 horse power...	Passenger
Motor omnibus	7	Alco.....	3,403	Gasoline, 24.8 horse power...	Passenger
Motor cabs...	10	Packard.....	3,338	Gasoline, 27.2 horse power...	Passenger
Horse drawn...	16	Open.....	3,100	Double wagons.....	Baggage
Horse drawn...	53	Open.....	1,600	Single wagons.....	Baggage
Horse drawn...	1	Open.....	250	Single buggy.....	Baggage
Horse drawn...	2	.....	1,800	Double coach.....	Passenger
Horse drawn...	2	Landau.....	1,800	Double coach.....	Passenger
Horse drawn...	2	Victoria.....	1,800	Double coach.....	Passenger
Horse drawn...	1	Berlin.....	1,800	Double coach.....	Passenger
Horse drawn...	1	Briskatina.....	1,800	Double coach.....	Passenger
Horse drawn...	3	Extension.....	1,500	Single Brougham.....	Passenger

Description of Vehicles Installed within the Year.— One Alco gasoline motor cab; weight, 3,093 pounds; 24.8 horsepower; used in passenger service; cost, \$1,093.75, including \$233.37, value of parts recovered from auto cab destroyed by fire, and \$89.22, net book value of cab body used for building new cab.

Description of Vehicles Withdrawn within the Year

CLASS OF VEHICLE	Number	Type of vehicle	Average weight per vehicle (pounds)	Service	Accounting disposition of cost *
Horse drawn, double wagon..	1	Open.....	3,100	Baggage....	Dr. Depreciation reserve... \$56 93 Dr. Cash..... 50 00 Cr. Equipment (capital)... 75 00 Cr. Operating expenses.... 31 93 Dr. Depreciation reserve... 3,827 96 Dr. Cash..... 1,265 76 Cr. Equipment (capital)... 4,847 00 Cr. Operating expenses.... 246 72
Horse drawn, single wagon..	23	Open.....	1,600	Baggage....	Dr. Depreciation reserve... 853 46 Dr. Cash..... 24 50 Dr. Operating expenses.... 722 04 Cr. Equipment (capital)... 1,600 00 Dr. Depreciation reserve... 1,775 58 Dr. Cash..... 25 00 Dr. Operating expenses.... 749 42 Cr. Equipment (capital)... 2,550 00
Horse drawn, single.....	1	Brougham..	1,500	Passenger }	Dr. Depreciation reserve... 117 10 Dr. Cash..... 10 00 Dr. Operating expenses.... 22 90 Cr. Equipment (capital)... 150 00 Dr. Depreciation reserve... 569 64 Dr. Cash..... 10 00 Dr. Operating expenses.... 120 36 Cr. Equipment (capital)... 700 00
Horse drawn, single.....	1	Cab.....	1,500	Passenger }	
Horse drawn, single.....	1	Buggy.....	250	Passenger }	
Horse drawn, double.....	3	Landau....	1,800	Passenger..	
Horse drawn, double.....	1	Coach.....	1,800	Passenger..	
Horse drawn, double.....		Omnibus...	1,800	Passenger..	

Capital Stock.— Amount authorized by articles of incorporation, actually issued and outstanding at close of year; 1,500 shares of preferred stock, par value, \$150,000; and 5,000 shares of common stock, par value, \$500,000. Dividends due and unpaid at close of year, on common stock, \$58.

* The original cost of each vehicle has been credited to equipment (capital).

Westcott Express Company
INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues:		
Transportation — baggage.....	\$500,589 07	D \$8,116 74
Transportation — cab.....	241,935 81	17,728 85
Miscellaneous.....	56,916 89	49,040 83
Total operating revenues.....	\$799,441 77	\$58,652 94
Operating expenses:		
Maintenance of equipment:		
Baggage equipment repairs.....	\$40,660 96	\$805 19
Cab equipment repairs.....	49,115 31	9,104 57
Baggage equipment retirements.....	223 30	D 6,595 82
Cab equipment retirements.....	1,974 95	1,631 79
Baggage equipment depreciation.....	35,372 06	D 475 86
Cab equipment depreciation.....	28,639 16	10,091 96
Total maintenance of equipment.....	\$155,985 74	\$14,561 83
Operation of vehicles:		
Baggage salaries.....	\$206,494 79	D \$3,597 70
Cab salaries.....	79,182 64	7,023 24
Baggage stable and garage.....	107,314 92	13,470 22
Cab stable and garage.....	54,783 17	3,393 16
Total operation of vehicles.....	\$447,775 52	\$20,288 92
Injuries to persons and property:		
Loss and damage.....	\$1,273 87	380 32
Damage to property.....	862 17	D 211 20
Injuries to persons.....	101 60	D 35 24
Total injuries to persons and property.....	\$2,237 64	\$133 88
General and miscellaneous expenses:		
Commissions, baggage.....	\$12,282 02	\$156 65
Commissions, cab.....	14,715 00	736 83
Office expenses, baggage.....	6,681 88	45 31
Office expenses, cab.....	203 24	D 25 88
General expenses.....	15,706 27	D 1,152 15
General salaries.....	47,881 15	D 3,508 05
Rent of local offices.....	10,530 63	940 35
Stationery and printing.....	3,067 98	311 45
Insurance.....	23,823 19	5,823 19
Pensions.....	390 00	.....
Total general and miscellaneous.....	\$135,280 86	\$3,327 70
Total operating expenses.....	\$741,279 76	\$38,312 33
Tax accruals.....	5,779 42	D 442 19
Total revenue deductions.....	\$747,059 18	\$37,870 14
Operating income.....	\$52,382 59	\$20,782 80
Non-operating income — interest (on short-term notes, \$4,- 406.25, less amortization of premium to June 30, 1916, \$520.80; effective interest, \$3,885.45; on New York City bonds, \$174.98; on bank balance, \$38.17; on dividends returned, \$1,311.12; less interest paid on overdraft, \$70.04).....	5,339 68	5,678 49
Gross (and net) corporate income.....	\$57,722 27	\$26,461 29

Westcott Express Company

CORPORATE DEFICIT

	Amount
Deficit, June 30, 1915.....	\$206,878 70
Checks issued, more than 6 months old, now cashed.....	5 49
Adjustments of discrepancies in equipment and depreciation reserve balances, June 30, 1915.....	176 18
Commissions, baggage, August, 1912 to July, 1915	7 29
Proportion of insurance premium, June 8 to June 30, 1915.....	380 83
Total.....	\$207,448 49
Deductions from deficit:	
Balance for year transferred from income.....	\$57,722 27
Checks issued, more than 6 months old, not cashed.....	32 57
Commissions, baggage, cancelled and charged back.....	3 21
Dividends returned.....	45,000 00
Interest on dividends returned, January 2 to June 30, 1915.....	1,123 81
Depreciation reserve adjustment of accrual on six auto- trucks.....	2,772 70
Total.....	106,654 56
Deficit, June 30, 1916.....	\$100,793 93

Taxes

Class of tax	Levied during the year	Paid during the year	Charged to income
Gross earnings, state.....	\$2,267 64	\$2,267 64	\$2,267 64
Capital stock, state.....	1,125 00	1,125 00	1,125 00
Income, federal.....	575 47	468 92	600 10
Personal property, New York City.....	2,040 00	2,040 00	1,738 67
Personal property, Utica city, 1915.....	33 43	33 43	33 43
Personal property, Utica, county tax, 1915.....	14 58	14 58	14 58
Total.....	\$6,056 12	\$5,949 57	\$5,779 42

OPERATING STATISTICS

Traffic Statistics — New York City

	Baggage		Estimated mileage of motor vehicles used in cab and baggage ser- vice.		Cab	
	Approximate number of pieces handled and actual revenue				Approximate number of calls and earnings.	
	Number of pieces	Earnings	Cab	Baggage	Calls	Earnings
1915						
July.....	96,127	\$49,855 70	54,017	70,172	17,704	\$16,163 25
August.....	116,367	61,362 02	61,293	79,590	20,561	18,731 90
September.....	126,054	64,178 36	72,977	73,991	25,280	23,562 85
October.....	74,561	36,543 59	64,219	53,810	23,172	20,588 60
November.....	54,733	26,210 17	58,399	43,670	22,090	18,206 45
December.....	54,132	26,509 98	62,351	48,338	21,680	18,037 35
1916						
January.....	50,836	24,987 17	57,637	48,222	21,477	16,595 75
February.....	45,372	21,791 19	59,457	47,240	21,608	17,195 25
March.....	47,679	22,973 38	47,453	44,256	20,675	16,623 20
April.....	53,508	25,037 79	58,476	47,873	21,061	17,201 47
May.....	58,945	28,817 39	56,910	51,622	23,143	17,495 90
June.....	88,786	44,330 73	61,794	67,561	24,063	19,895 73
Total.....	867,100	\$432,597 47	714,983	676,345	262,514	\$220,297 70

Accidents.—Accidents occurring during year: Automobile, 70; horse-drawn wagon, 7; other, 15; total, 92. Number involving personal injury: Automobile, 45; horse-drawn wagon, 5; other, 3; total, 53.

928 PUBLIC SERVICE COMMISSION — FIRST DISTRICT

Westcott Express Company Employees and Wages — Number and Aggregate Compensation

OCCUPATION OR TRADE	NUMBER ON LAST PAYROLL OF —				Aggregate compensation during year	DISTRIBUTION OF TOTAL COMPENSATION BY ACCOUNT	
	1915		1916				
	Sept.	Dec.	Mar.	June		Name of account	Amount charged
Officers.....	4	4	4	4	\$10,500 04	Baggage salaries... Cab salaries..... General salaries... <	

Classified Weekly Earnings according to the Last Payroll of the Year

OCCUPATION OR TRADE	NUMBER OF FULL-TIME EMPLOYEES EARNING —									Total week's earnings of full-time employees	Number of part-time employees	Total week's earnings of part time employees
	Less than \$7	\$7 but under \$10	\$10 but under \$12	\$12 but under \$13.50	\$13.50 but under \$15	\$15 but under \$17.50	\$17.50 but under \$20	\$20 but under \$25	\$25 and above			
Officers.....							1		3	\$201 93		
Agents.....	13	3	4			7	9	7	4	651 34		
Clerks.....	9	3	7	1	8	11	13	4	3	791 72	18	\$25 00
Solicitors.....	6				3	45	2			784 40	26	73 08
Superintendent.....									1	96 15		
Foremen.....						2				31 15		
Porters.....	2				1	5				97 71	6	8 08
Starters.....	4					7	1			140 77		
Chauffeurs, cab.....						55				1,469 65	125	775 20
Wagon drivers.....			2	28	4					719 09	24	36 08
Carriage drivers.....				1						12 00		
Drivers' helpers.....	27	1	1							48 02	82	20 44
Chauffeurs, baggage.....						145				1,296 44	273	408 19
Chauffeurs' helpers, baggage.....			160							965 72	317	331 08
Master of transportation.....								1	1	51 93		
Miscellaneous.....	8		2						2	103 14		
Total.....	69	7	176	30	16	277	26	12	14	\$7,461 76	571	\$1,678 85

Officers.— President, George C. Taylor; First Vice-President, Francis F. Flagg; Treasurer, James F. Fargo; Vice-President and General Manager, R. E. M. Cowie; Secretary, F. P. Small; Comptroller, R. M. Mundle.

Directors.— George C. Taylor, Francis F. Flagg, Howard K. Brooks, J. L. Van Valkenburg, R. E. M. Cowie, James F. Fargo, D. S. Elliott.

Main Business Office.— 65 Broadway, New York City.

Report verified by George C. Taylor, President, September 29, 1916.

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(A) OPERATING ROUTES OR LINES OF STREET-RAILWAY COMPANIES

Statistical data are contained in Table VIII; also, for rapid transit lines in Table IX. Names of elevated or underground lines are in italics. Operating routes of the New York & North Shore, the Westchester Electric, and the Yonkers Railroad that are entirely outside the city are not included here, though included in Table VIII. The borough (county or state) in which a route principally lies is indicated in parentheses.

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(B) ABSTRACTS OF RETURNS OF COMMON CARRIERS

NOTE.—The history of railroad corporations which at any time operated in the First District, or which were organized to operate therein, is contained in Volume V of the Commission's Annual Report for 1913. Reference should be made thereto for information respecting companies whose names do not appear in this index.

[O = Operating. L = Lessor. I = Inchoate or dormant.]

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¹ No report filed. Now in hands of receiver.

² The Brooklyn Eastern District Terminal was authorized by the Commission to acquire the stock of the East River Terminal Railroad and the Brooklyn Eastern District Terminal (a navigation corporation) and to merge these companies.

³ No report filed. Application for franchise denied by Board of Estimate and Apportionment, June 15, 1906. Corporate existence has apparently ceased. (For further information, see Annual Report of the Commission for 1913, vol. V, p. 1,401).

⁴ No report filed. Company has no franchise. Application for certificate of public convenience and necessity denied by Public Service Commission, Dec. 7, 1915. Corporate existence has apparently ceased. (For further information, see Annual Report of the Commission for 1913, vol. V, p. 78).

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Christopher & Tenth Street Railroad Co., The.....	..	L	..	564
Coney Island & Brooklyn Railroad Co., The.....	O	565
Coney Island & Gravesend Railway Co.....	O	578
De Kalb Avenue & North Beach Railroad Co.....	..	L	..	584
Dry Dock, East Broadway & Battery Railroad Co., The (Receiver).....	O	584
Edenwald Street Railway Co., The.....	(*)	...
Eighth Avenue Railroad Co.....	..	L	..	595
Fort George & Eleventh Avenue Railroad Co.....	..	L	..	606
Forty-second Street & Grand Street Ferry Railroad Co., The.....	..	L	..	608
Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co., The.....	O	610
Fulton Street Railroad Co. (Receiver).....	I	474
Hudson & Manhattan Railroad Co.....	O	619
Interborough Rapid Transit Co (*).....	O	637
Kingsbridge Railway Co.....	..	L	..	655
Long Island Electric Railway Co.....	O	656
Manhattan & Queens Traction Corporation.....	O	663
Manhattan Bridge Three-Cent Line.....	O	670
Manhattan Railway Co.....	..	L	..	677
Marine Railway Co., The.....	O	683
Mid Crosstown Railway Co., Inc.....	O	684
Nassau Electric Railroad Co., The.....	O	689
New York & Coney Island Railroad Co., The (steam charter).....	..	L	..	703
New York & Harlem Railroad Co. (city line).....	..	L	..	705
New York & Long Island Traction Co., The.....	O	708
New York & North Shore Traction Co., The.....	O	714
New York & Queens County Railway Co.....	O	721
New York City Interborough Railway Co.....	O	734
New York Consolidated Railroad Co.....	O	743
New York Municipal Railway Corporation.....	..	L	..	760
New York Railways Co.....	O	765
Ninth Avenue Railroad Co., The.....	..	L	..	792
Ocean Electric Railway Co.....	O	794
One Hundred and Forty-fifth Street Crosstown Railroad Co.....	I	480
Pelham Park & City Island Railway Co., Inc.....	O	799
Prospect Park & Coney Island Railroad Co. (steam charter).....	..	L	..	806
Prospect Park & South Brooklyn Railroad Co (steam charter).....	..	L	..	811
Richmond Light & Railroad Co.....	O	812
Rockaway Electric Railway Co.....	..	(*)
Second Avenue Railroad Co., in the City of New York (Receiver).....	O	821
Sixth Avenue Railroad Co.....	..	L	..	827
South Brooklyn Railway Co.....	O	829
Southern Boulevard Railroad Co., The.....	O	839
Southfield Beach Railroad Co.....	O	845
Staten Island Midland Railway Co.....	O	847

* Brooklyn Rapid Transit Co. is a business corporation which owns stocks of various street-railway companies. There is given in Part III an abstract of the company's balance sheet and income statement as reported to the company's stockholders. Also excerpts of the operating agreements of the system companies are given.

* No report filed. "Company has probably forfeited its corporate existence." (See Annual Report of the Commission for 1913, vol. V, p. 392).

* Preceding the abstract of the report of this company is an abstract of various documents on file concerning the Interborough Consolidated Corporation, which holds the stock of Interborough Rapid Transit Co., New York Railways Co., etc.

* No report filed. (For information, see Annual Report of the Commission for 1911, vol. II p. 673, and for 1913, vol. V, p. 1,125).

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Third Avenue Bridge Co.....	..	L	..	870
Third Avenue Railway Co.....	O	872
Thirty-fourth Street Crosstown Railway Co.....	..	L	..	889
Transit Development Co.....	(*)	..	..	...
Twenty-third Street Railway Co.....	..	L	..	891
Union Railway Co of New York City.....	O	..	..	894
Van Brunt Street & Erie Basin Rail Road Co., The.....	O	..	..	908
Westchester Electric Railroad Co., The	O	..	..	912

* No report filed. (For information, see abstract for Brooklyn Rapid Transit system, and the excerpts from operating agreements appended thereto).

